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L-HISTORY OF THE AMERICAN WHALE FISHERY FROM ITS EARLIEST INCEPTION TO THE YEAR 1876.*

BY ALEXANDER STARBUCK.

A.—INTRODUCTION.

Few interests have exerted a more marked influence upon the history of the United States than that of the fisheries. Aside from the value they have had in a commercial point of view, they have always been found to be the nurseries of a hardy, daring, and indefatigable race of seamen, such as scarcely any other pursuit could have trained. The pioneers of the sea, whalemen were the advance guard, the forlorn hope of civilization. Exploring expeditions followed after to glean where they had reaped. In the frozen seas of the north and the south, their keels plowed to the extreme limit of navigation, and between the tropics

'More than fifty years ago (in 1825) Samuel H. Jenks, esq., then editor of the Nantacket Inquirer, announced his intention to write the history of whaling, and advertised for material for that purpose, but so little encouragement did he meet, so little material came to hand, that he finally abandoned the design in despair of ever being able to satisfactorily complete it.

In the preface to his admirable Report on the Fisheries, published in 1852, Hon. Locazo Sabine says: "More than twenty years have elapsed since I formed the design of writing a work on the American fisheries, and commenced collecting materials for the purpose. My intention embraced the whale-fishery of our flag in distant seas. But increasing cares prevented the consummation of his plans.

The difficulties in the way of collection of historical notes increase greatly with the lapse of years. Newspapers, which must always be considered, where they exist, invaluable aids in the prosecution of such natters, pass from the possession of the very few who, when living, treasured them, and fall into the hands of those who only value them at so many cents per pound. Those who were the actors in the scenes which it is desired to describe die, and with them perishes the source of the information, which ultimately, in the form of tradition, becomes too distorted to be available. In the matter of the whale-fishery still another formidable difficulty is met with, in the absence or destruction of customs-records. During the Revolution many ports were under English control, and very often with the departure of the British also departed the custom-house papers. In other ports, notably New Bedford and Nantucket, these records have been destroyed by fire. Still again in yet other ports, notably Sag Harbor, mildew and decay have obliterated the writing.

About eighteen months ago Prof. Spencer F. Baird, United States Commissioner of Fish and Fisheries, requested the writer to prepare a historical sketch of this indus-

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they pursued their prey through regions never before traversed by the vessels of a civilized community. Holding their lives in their hands, as it were, whether they harpooned the leviathan in the deep, or put into some hitherto unknown port for supplies, no extreme of heat or cold could daunt them, no thought of danger hold them in check. Their lives have ever been one continual round of hair-breadth escapes, in which the risk was alike shared by officers and men. No shirk could find an opportunity to indulge his shirking, no coward a chance to display his cowardice, and in their hazardous life incompetents were speedily weeded out. Many a tale of danger and toil and suffering, startling, severe, and horrible, has illumined the pages of the history of this pursuit, and scarce any, even the humblest of these hardy mariners, but can, from his own experience, narrate truths stranger than fiction. In many ports, among hundreds of islands, on many seas the flag of the country from which they sailed was first displayed from the mast-head of a whale ship. Pursuing their avocation wherever a chance presented the American flag was first unfurled in an English port from the deck of one American whaleman, and the ports of the western coast of South America first beheld the Stars and Stripes shown as the standard of another. It may be safely alleged that but for them the western

try, so far as it related to our own country, and append to it, so far as was practicable, a record of every voyage which has been performed. Of the magnitude of this labor only those who have had similar experience can form any idea. In the one item of marine reports, it comprehended the examination of newspapers covering a period of one hundred and seventy years. The limited time allowed for the work performed is not mentioned by the writer in any spirit of self-laudation, but as a statement due to himself for any possible errors of omission or commission that may have occurred.

Fortunately in the collection of material for a work of an entirely different nature much had been gathered which had a bearing upon this subject, and much that was absolutely necessary for use in this connection, and, fortunately, the kindness of many friends lightened still more the labor. Wherever the writer has been in search of material the utmost courtesy has been extended, and, with very rare exceptions, whenever application has been made, books and documents have been freely placed at his command. Especially is he under obligations to Charles Eldridge, esq., of Fairhaven; Dennis Wood, esq., the proprietor of the Shipping-List; and R. C. Ingraham, esq. of New Bedford; the late William R. Sleight, esq., of Sag Harbor, N. Y.; the late Hon. Henry P. Haven, and Haven, Williams & Co., of New London, Conn.; Benjamin F. Cook, esq., of New York; Hon. Lorenzo Sabine, of Boston (who kindly placed all his paperson the subject at the author's disposal); F. C. Sanford, J. S. Barney, and W. H. Macy, esqrs, and Miss R. A. Gardner, of Nantucket; Maj. S. B. Phinney, of Barnstable; R. L. Pease, esq., of Edgartown; Capt. Silas Jones, of Falmouth; Capt. S. W. Macy, of Newport, R.I.; B. Furnald, esq., custodian of historical records of New York (see numerous quotations, the result mainly of his indefatigable researches); and the collectors and assistants of the ports of Boston and New Bedford. He also acknowledges courtesies from these in charge of the libraries of the Massachusetts Historical, Boston Athenæum, and American Antiquarian Societies.

If in the search for facts the historical idols of others have been shattered, it may be a source of satisfaction to them to learn that the writer has been equally iconoclustic with many that he too has reverenced.

ALEXANDER STARBUCK.

WALTHAM, MASS., March 1, 1877.

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EXANDER STARBUCK.

oceans would much longer have been comparatively unknown,* and with equal truth may it be said that whatever of honor or glory the United States may have won in its explorations of these oceans, the necessity for their explorations was a tribute wrung from the Government, though not without earnest and continued effort, to the interests of our mariners, who, for years before, had pursued the whale in these uncharted seas, and threaded their way with extremest care among these undescribed islands, reefs, and shoals. Into the field opened by them flowed the trade of the civilized world. In their footsteps followed Christianity. They introduced the missionary to new spheres of usefulness, and made his presence tenable. Says a writer in the London Quarterly Review: "The whale fishery first opened to Great Britain & beneficial intercourse with the coast of Spanish America; IT LED IN THE SEQUEL TO THE INDEPENDENCE OF THE SPANISH COLONIES." * * * * * But for our Whalers, we never might have founded our colonies in Van Dieman's Land and Australia—or if we had we could not have maintained them in their early stages of danger and privation.—Moreover, our intimacy with the Polynesians must be traced to the same source. The Whalers were the first that traded in that quarter—they PREPARED THE FIELD FOR THE MISSIONARIES: and the same thing is now in progress in New Ireland, New Britain, and New Zealand." All that the English fishery has done for Great Britain, the American fishery has done for the United States-and more. In war our Navy has drawn upon it for some of its sturdiest and bravest seamen, and in peace our commercial marine has found in it its choicest and most skilful officers. In connection with the cod-fishery it schooled the sons of America to a knowledge of their own strength, and in its protection developed and intensified that spirit of self-reliance, independence, and national power to which the conflict of from 1775 to 1783 was a natural and necessary resultant. The wars carried on between England and France from 1600

^{*}The North American Review, in 1834, in an article on the Whale Fishery, says, "A few years since, two Russian discovery ships came in sight of a group of cold, inhospitable islands in the Antarctic Ocean. The commander imagined himself a discoverer, and doubtless was prepared with drawn sword and with the flag of his sovereign flying over his head to take possession in the name of the Czar. At this time he was becalmed in a dense fog. Judge of his surprise, when the fog cleared away, to see a little sealing sloop from Connecticut as quietly riding between his ships as if lying in the waters of Long Island Sound. He learned from the captain that the islands were already well known, and that he had just returned from exploring the shores of a new land at the south; upon which the Russian gave vent to an expression too hard to be repeated, but sufficiently significant of his opinion of American enterprise. After the captain of the sloop, he named the discovery 'Palmer's Land,' in which the American acquiesced, and by this name it appears to be designated on all the recently-published Russian and English charts." A similar experience awaited the English ship Caribou, Captain Cubins, who came in sight of Hurd's Island, and, like the Russian, thought it hitherto unknown land. The similarity was carried still further by the appearance of the schooner Oxford, of Fairhaven (tender to the Arab), the captain of which informed him that the island was discovered by them eighteen months before.

to 1760 had, as one of their objective points, a monopoly of these fisheries on the American coast from the plantations in Maine to the northward, and Port Royal, the culminating point of the conflict revealed to America the secret of her own strength. In the final treaty of peace succeeding the war for Independence the protection of these interests, which the colonists had, unaided, maintained, was made one of the ultimati on the part of the Commissioners for the United States, and subsequent events have demonstrated conclusively the wisdom of their statesmanship. At almost every stage of the arrangement of treaties of peace between England and France prior to 1783 and since 1600, and at almost every similar occasion in treaties between England and the United States subsequently to that time, the question of the fisheries has obtruded itself, and demanded a satisfactory solution. Latterly, it is true, the questions have hinged wholly upon the cod-fishery, since the taking of whales is mostly carried on outside of any national jurisdiction, but prior to and immediately after the war of the Revolution, as late indeed as 1818, the question of whaling was quite as much involved.

The development of this industry in the United States, from the period when a few boats first practiced it along the coast to the time when it employed a fleet of seven hundred stanch ships and fifteen thousand hardy seamen, is an interesting chapter in our national history.

B.—FROM 1600 TO 1700.

CAPE COD, CONNECTICUT, LONG ISLAND, NANTUCKET, MARTHA'S VINE-YARD, SALEM.

The American whale fishery (limiting that subject entirely to the prosecution of that pursuit from what is now known as the United States,) is cotemporary with the settlement of the New York and New England colonies. Indeed, one of the main ideas in the settlement of Massachusetts was the founding of a fishing colony, and one of the provisions in the charter guaranteed to the colonists their right to unrestrictedly fish.* It was a serious question with the settlers of Eastern Massachusetts whether to adopt Cape Cod for a residence, or select some more propitious site, and the main arguments adduced for that locality were: "1st. That it afforded a good harbor for boats, though not for ships. 2d. That the ground was well adapted to the raising of corn. 3d. It was a place of profitable fishing, for large whales of the best kind for

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in deep v as the bo Novembe the India the whale to death. was attac attack wa whale wh Waymont the India: of killing form; hov and that boats; an fastened trees, whi him as he when they chief lord they call which pie visions; a pease, ma Rhode Isl within the

^{*&}quot; Wee have given and graunted * * * all fishes—royal fishes, whales, balan, sturgeons, and other fishes, of what kinde or nature soever that shall at any tyme hereafter be taken in or within the saide seas or waters, or any of them by the said" (here follow the names of the grantees) "their heires and assignes, or by any other person or persons whatsoever there inhabiting, by them, or any of them, to be appointed to fishe therein." (Charter of Massachusetts.)

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al fishes, whales, balan, shall at any tyme herehem by the said" (here by any other person em, to be appointed to oil and bone came daily alongside and played about the ship. The master and his mate, and others experienced in fishing, preferred it to the Greenland whale fishery, and asserted that were they provided with the proper implements, £300 or £400 worth of oil might be obtained." 4th. The situation was healthy, secure, and defensible. 5th. It was in the depth of winter and inexpedient to look further.* Coming from England, as the vast majority of the early settlers did, where the value of the fisheries had already assumed considerable importance, it would have been strange if they had failed to have appreciated this important feature of their surroundings.

At this time the whales were very numerous both along the coast and in deep water. Their habits seem to have been somewhat migratory, as the boat-whaling season usually commenced very regularly early in November and ceased in March or April. According to some writers, the Indians, before the advent of the whites, were accustomed to pursue the whales in their canoes, and occasionally succeeded in harassing them to death. Their weapons consisted of a rude wooden harpoon, to which was attached a line with a wooden float at the end, and the method of attack was to plunge their instruments of torture into the body of the whale whenever he came to the surface of the water to breathe. In Waymouth's journal of his voyage to America in 1605,§ in describing the Indians on the coast, he says: "One especial thing is their manner of killing the whale, which they call powdawe; and will describe his form; how he bloweth up the water; and that he is twelve fathoms long: and that they go in company of their king with a multitude of their boats; and strike him with a bone made in fashion of a harping iron fastened to a rope, which they make great and strong of the bark of trees, which they yeer out after him; then all their boats come about him as he riseth above water, with their arrows they shoot him to death; when they have killed him and dragged him to shore, they call all their chief lords together, and sing a song of joy: and those chief lords, whom they call sagamores, divide the spoil and give to every man a share, which pieces so distributed, they hang up about their houses for provisions; and when they boil them they blow off the fat and put to their pease, maize, and other pulse which they eat." Among the Indians of Rhode Island it was the custom when a whale was cast ashore or killed within their jurisdiction, to cut the flesh into pieces and send to the

Thatcher's Hist. of Plymouth, p. 21.

tCapt. John Smith, in 1614, found whales so plentiful along the coast that he turned aside from the primary object of his voyage to pursue them. Richard Mather, who came over to the Massachusetts Bay in 1635, records in his journal of the voyage seeing near New England "mighty whales spewing up water in the arr, like the smoke of a chimney, and making the sea about them white and hoary, as is said in Job, of such incredible bigness that I will never wonder that the body of Jonas could be in the belly of a whale." (Sabine's Report, p. 42.)

t" Etchings of a Whaling Cruise," Browne, p. 522.
§ Mass. Hist. Soc. Coll., iii series, viii vol., 156 p.

neighboring tribes as a present of peculiar value.* Scammon says:† "It has been stated by several writers that the American colonists followed up the Indian mode of capturing the whale, by first striking it with a harpoon having a log of wood attached to it by a line, even as late as the commencement of the Sperm Whale fishery." It is quoted that the Hon. Paul Dudley stated: "Our people formerly used to kill the whale near the shore, but now they go off to sea in sloops and whale-boats. Sometimes the whale is killed by a single stroke, and yet at other times she will hold the whalemen in play near half a day together, with their lances; and sometimes they will get away after they have been lanced and spouted thick blood, with irons in them, and drags (droges) fastened to them, which are thick boards about fourteen inches square." * * * "We are of the opinion, however, that the colonial whalers did not follow the Indian mode of whale fishing; for it is well known that the British whalers, as early as 1670, used the line attached to the boat, and, so far as the drags or 'droges' are concerned, they are used at the present day in cases of emergency.‡

As early as 1639, Massachusetts, with an eye to the importance of the fisheries, passed an act to encourage them. By its provisions all vessels employed in taking or transporting fish were exempted from all duties and taxes for the term of seven years, and all fishermen were exempted from military service during the fishing season. As important as the pursuit of whaling seemed to have been considered by the first settlers, many years seem to have elapsed before it was followed as a business, though probably something was attempted in that direction prior to any recorded account that we have. The subject of drift-whales appears to have attracted considerable importance both in the Plymouth and the Massachusetts Bay colonies. The colonial government claimed a portion, a portion was allowed to the town, and the finder, if no other

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" Oct. 1 pleased to whales; in though vu count; an dispose of your reme countrey i ton, where any charg sake you Election sides; and teen dayes it for gra plishment 44 Y

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^{*}Arnold's Hist. R. I., i, p. 85. Among the Montauk Indians the most savory sacrafice to their deity was the tail or fin of the whale. (Hedge's Address, p. 35.) The Greenlander's idea of Heaven, according to Father Hennepin, was a place where there would be an immense cauldron continually boiling, and each could take as much seal blubber, ready cooked, as he wanted.

[†] Marine Mammalia and American Whale Fishery, p. 204, note.

[‡]It would appear from Purchas' account that lines were used to attach the boat to the whale as early as 1613. He writes: "I might here recreate your wearied eyes with a hunting spectacle of the greatest chase which nature yieldeth; I mean the killing of a whale. When they espy him on the top of the water (which he is forced to for to take breath), they row toward him in a shallop, in which the harponeer stands ready with both his hands to dart his harping iron, to which is fastened a line of such length that the whale (which suddenly feeling himself hurt, sinketh to the bottom,) may carry it down with him, being before fitted that the shallop be not therwith endangered; coming up again, they strike him with lances made for that purpose, about twelve feet long, the iron eight thereof, and the blade eighteen inches—the harping iron principally serving to fasten him to the shallop, and thus they hold him in such pursuit, till after streams of water, and next of blood, cast up into the air and water, (as angry with both elements, which have brought thither such weak hands for his destruction,) he at length yieldeth up his slain carcass as meed to the conquerors."

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mmon says: 1 "It colonists followed striking it with a e, even as late as s quoted that the to kill the whale and whale-boats. yet at other times ogether, with their e been lanced and roges) fastened to square." * * * lers did not follow n that the British e boat, and, so far at the present day

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claimant appeared to dispute his title, might presume to claim the other third. Evidently at times some disposition to rebel was manifested, for in 1661, the general court of Plymouth Colony sent to Sandwich, Barnstable, Yarmouth, and Eastham the following proposition:

"OCT. 1, 1661.-LOUEING FRINDS: Whereas the Generall Court was pleased to make some proposition to you respecting the drift fish or whales; in case you should refuse theire proffer, they impowered mee, though vufitt, to farme out what should belonge vuto them on that account; and seeing the time is expired, and it fales into my hands to dispose of, I doe therefore, with the advice of the Court, in answare to your remonstrance, say, that if you will duely and trewly pay to the countrey for every whale that shall come one hogshead of oyle att Boston, where I shall appoint, and that current and merchantable, without any charge or trouble to the countrey.*-I say, for peace and quietness sake you shall have it for this present season, leaueing you and the Election Court to settle it see as it may bee to satisfaction on both sides; and in case you accept not of this tender, to send it within fourteen dayes after the date heerof and if I heare not from you, I shall take it for graunted that you will accept of it, and shall expect the accomplishment of the same.

"Youers to vse,

"CONSTANT SOUTHWORTH TREASU."

The offer was accepted and indorsed as follows:

"THE SIXT OF THE FIRST MONTH 61-62.

"Agreement to give 2 bbls of oyle from each whale according to proposition made for yeare past, to end all troubles.

"ANTHONY THACHER.

"ROBERT DENIS.

"THOMAS BOARDMAN.

"RICHARD TAYLER."

Numerous instances of orders relating to drift-whales occur in the records of Plymouth, Massachusetts, and New York. In 1662, the town of Eastham voted that a part of every whale cast ashore should be appropriated for the support of the ministry. Many were the disputes that the general court was called upon to adjust in regard to stranded whales, but the decisions seem to be, if not generally satisfactory, at least universally acquiesced in.

The earliest account of whale-killing by the people of Cape Cod comes to us in the form of a tradition, and quite an unsatisfactory and improba-

^{*} By an order of court, June 6, 1654, whales cast up on lands of purchasers belonged to said proprietors. (Plym. Col. Rec. iii, p. 53.) This being much more satisfactory than the order compelling tribute to the government, probably caused ill-feeling when the general court preferred a claim.

[†] Plym. Col. Rec., vol. iv, p. 6.

Freeman's Hist. Cape Cod, ii, p. 362.

ble tradition, too. It is to the effect that one William Hamilton was the first to kill these fish from that region, and he was obliged to remove from that section of country, as his fellow-citizens persecuted him for his skill, attributing his success to undue familiarity with evil spirits. Hamilton is said to have removed to Rhode Island, and from thence to Connecticut, where he died in 1746, aged 103 years. Several things militate against this story. Neither the annals of the Cape* nor genealogical registers contain any record of him. Naturally the courts would take some cognizance of an offense so heinous that the offender was openly persecuted, but we do not find him noted as a criminal. The people who settled on the Cape were too familiar with fishing to attribnte success to aught but skill and natural causes, and the Cape was more an asylum for the persecuted than the source of persecution. It is far more probable that at the time of his birth, if he ever existed there, there were people familiar with this art in that region. It had certainly become a pursuit of much importance in other sections of the country long before he was old enough to handle a harpoon, and the product of this fishery had found its way to Boston while he was yet a young man.

In 1688 Secretary Randolph writes home from Massachusetts: "New Plimouth Colony have great profit by whale killing. I believe it will be one of our best returnes, now beaver and peltry fayle us." † In March of the same year there was placed on the colonial records of Massachusetts Bay a memorandum embodying the universally recognized law of whalemen that "craft claims the whale." It specifies: "furst: if aney pursons shall find a Dead whael on the streem And have the opportunity to toss herr on shoure; then ye owners to alow them twenty shillings; 2ly: if thay cast hur out & secure ye blubber & bone then ye owners to pay them for it 30s (that is if ye whael ware lickly to be loast;) 3ly, if it proves a floate son not killed by men then ye Admirall to Doe thaire in as he shall please; -4ly; that no persons shall presume to cut up any whael till she be vewed by toe persons not consarned; that so ye Right owners may not be Rougged of such whael or whaels; 5ly, that no whael shall be needlessly or fouellishly lansed behind ye vitall to avoid stroy; 6ly, that each companys harping Iron & lance be Distinckly marked on ye heads & socketts with a poblick mark: to ye prevention of strife; 7ly, that if a whale or whalls be found & no Iron in them: then thay that lay ye neerest claime to them by thaire strokes & ye natoral markes to have them; 8ly, if 2 or 3 companyes lay equal claimes, then thay equelly to shear." ‡

In November, 1690, the colony of New Plymouth appointed "Inspectors of Whale," in order to the "prevention of suits by whalers." The

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^{*} It is searcely probable that so careful a historian as Freeman would have omitted to make mention of Hamilton, if this story of him had any foundation in fact.

[†] Hutchinson's Coll., p. 558.

t Mass. Col. MSS., Treasury, iii, p. 80.

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rales governing them were: "1. All whales killed or wounded & left at sea the killers to repaire to the inspectors & give marks, time, place, which shall be recorded. 2. All whales brought or castashore to be viewed by inspector or deputy before being cut & marks & wounds recorded with time & place. 3. Any person cutting or defacing whale before being viewed unless necessary shall lose right to it, & pay 10£ to county, & fish to be seized by inspectors for owners' use. Inspectors to have power to make deputy and allow 6s. per whale. 4. Those finding whale a mile from shore not appearing to be killed by man shall be first to secure them, pay 1 hogshead of oyle to ye county for each whale." *

In 1647 (May 25) at a meeting of the general court held at Hartford, Conn., the following resolve was passed: "Yf Mr. Whiting, wth any others shall make tryall and precute a designe for the takeing of whale within these libertyes, and if vppon tryall wth the terme of two yeares, they shall like to goe on, noe others shalbe suffered to interrupt the, for the tearme of seauen yeares."† Whether Mr. Whiting, who seems to have been quite a prominent man and a merchant at Hartford, ever did "prosecute his designe," or not, we are left to conjecture; but so far as we at present know, this is the earliest official document showing any intention in that direction, and many years elapse before Connecticut again claims attention upon this subject.

It is probably safe to assert that the first organized prosecution of the American whale-fishery was made along the shores of Long Island. The town of Southampton, which was settled in 1640 by an offshoot from the Massachusetts Colony at Lynn, t was quick to appreciate the value of this source of revenue. In March, 1644, the town ordered the town divided into four wards of eleven persons to each ward, to attend to the drift-whales cast ashore. When such an event took place two persons from each ward (selected by lot) were to be employed to cut it up. "And every Inhabitant with his child or servant that is above sixteen years of age shall have in the Division of the other part," (i. e. what remained after the cutters deducted the double share they were, ex officio, entitled to) "an equall proportion provided that such person when yt falls into his ward a sufficient man to be imployed aboute yt." § Among the names of those delegated to each ward are many whose descendants became prominent in the business as masters or owners of vessels-the Coopers, the Sayres, Mulfords, Peirsons, Hedges, Howells, Posts, and others. A few years later the number of "squadrons" was increased to six.

^{*} Plym. Col. Rec. vi, pp. 252-3.

[†]Cenn. Col. Rec., i, p. 154.

[‡]Southampton was settled under a patent from the Earl of Sterling, and the privileges accorded were essentially those of the Massachusetts Bay Colony. In 1664 the commissioners to adjust the colonial bounds decided this and the adjacent towns to be within the jurisdiction of the Duke of York,

^{&#}x27;s Hist. of Southampton, p. 179.

In February, 1645, the town ordered that if any whale was cast ashore within the limits of the town no man should take or carry away any part thereof without order from a magistrate, under penalty of twenty shillings. Whoever should find any whale or part of a whale, upon giving notice to a magistrate, should have allowed him five shillings, or if the portion found should not be worth five shillings the finder should have the whole. "And yt is further ordered that yf any shall finde a whale or any peece thereof upon the Lord's day then the aforesaid shillings shall not be due or payable."* "This last clause" says Howell, "appears to be a very shrewd thrust at 'mooning' on the beach on Sundays."

It was customary a few years later to fit out expeditions of several boats each for whaling along the coast, the parties engaged camping out on shore during the night. These expeditions were usually gone about one or two weeks.† Indians were usually employed by the English, the whites furnishing all the necessary implements, and the Indians receiving a stipulated proportion of oil in payment.

In Easthampton on the 6th of November, 1651, "It was Ordered that Goodman Mulford shall call out ye Town by succession to loke out for whale."‡ Easthampton, however, like every other town where whales were obtainable, seems to have had its little unpleasantnesses on the subject, for in 1653 the town "Ordered that the share of whale now in controversie between the Widow Talmage and Thomas Talmage" (alas for the old-time Chesterfieldian gallantry) "shall be divided among them as the lot is." § In the early deeds of the town the Indian grantors were to be allowed the fins and tails of all drift-whales; and in the deed of Montauk Island and Point, the Indians and whites were to be equal sharers in these prizes. | In 1672 the towns of Easthampton, Southampton, and Southwold presented a memorial to the court at Whitehall "setting forth that they have spent much time and paines, and the greatest part of their Estates, in settling the trade of whale-fishing in the adjacent seas, having endeavoured it above these twenty yeares, but could not bring it to any perfection till within these 2 or 3 yeares last past. And it now being a hopefull trade at N 7 Yorke, in America, the Governor and the Dutch there do require ye Petitioners to come under their patent, and lay very heavy taxes upon them beyond any of his Maties subjects in New England, and will not permit the petitioners to have any deputys in Court, I but being chiefe, do impose what Laws they please upon them, and insulting very much over the Petitioners threaten to cut down their timber which is but little they have to Casks for oyle, altho' the Petrs purchased their landes of the Lord Sterling's deputy, above 30 yeares since, and have till now under the Government and Patent of Mr. more conv They designent, or to the "Court

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^{*} Ibid., p. 184. † Ibid., p. 183.

[‡] Bi-Centennial Address at Easthampton, 1850, by Henry P. Hedges, p. 8.

Ibid., p. 8.

[¶] In this petition is an early assertion of the twinship of taxation and representation, for which Massachusetts and her offshoots were ever strenuous.

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axation and representanuous. ent of Mr. Winthrop, belonging to Conitycut Patent, which lyeth far more convenient for ye Petitioners assistance in the aforesaid Trade." They desire, therefore, either to continue under the Connecticut government, or to be made a free corporation. This petition was referred to the "Council on Foreign Plantations."

This would make the commencement of this industry date back not far from the year 1650. In December, 1652, the directors of the Dutch West India Company write to Director General Peter Stuyvesant, of New York: "In regard to the whale fishery we understand that it might be taken in hand during some part of the year. If this could be done with advantage, it would be a very desirable matter, and make the trade there flourish and animate many people to try their good luck in that branch.*" In April, (4th.) 1656, the council of New York "received the request of Hans Jongh, soldier and tanner, asking for a ton of train-oil or some of the fut of the whale lately captured.†

In April, 1669, Mr. Samuel Mavericke writes to Colonel Nicolls: ‡

"On ye Eastend of Long Island there were 12 or 13 whales taken before ye end of March, and what since wee heare not; here are dayly some seen in the very harbour, sometimes within Nutt Island. Out of the Pinnace the other week they struck two, but lost both, the iron broke in one, the other broke the warpe.\(\frac{5}{4}\) The Governor hath encouraged some to follow this designe. Two shallops made for itt, but as yett wee doe not heare of any they have gotten."

In 1672, the town of Southampton passed an order for the regulation of whaling, which, in the latter part of the year, received the following confirmation from Governor Lovelace: "Whereas there was an ordinance made at a Towne-Meeting in South Hampton upon the Second Day of May last relating to the Regulation of the Whale ffishing and Employment of the Indyans therein, wherein particularly it is mentioned. That whosoever shall Hire an Indyan to go a-Whaling, shall not give him for his Hire above one Trucking Cloath Coat, for each whale, hee and his Company shall Kill, or halfe the Blubber, without the Whale Bone under a Penalty therein exprest: Upon Considerac'on had thereupon, I have thought good to Allow of the said Order, And do hereby Confirm the same, untill some inconvenience therein shall bee made appeare, And do also Order that the like Rule shall bee followed at East Hampton and other Places if they shall finde it practicable amongst them.

"Given under my hand in New Yorke, the 28th of Novemb'r, 1672.

[Sign.] "FRAN: LOVELACE."||

^{*} N. Y. Col., MSS., vi, p. 75.

[†]N. Y. Col., MSS., vi, p. 354.

N. Y. Col., Rec. iii, p. 183.

[§] It would seem by this that as early as 1669 American whaleman were accustomed to fasten to the whale with their line.

N. Y. Col., MSS.

Upon the same day that the people of Southampton passed the foregoing order, Governor Lovelace also issued an order citing that in consequence of great abuse to his Royal Highness in the matter of drift-whales upon Long Island, he had thought fit to appoint Mr. Wm. Osborne and Mr. John Smith, of Hempstead, to make strict inquiries of Indians and English in regard to the matter.*

It was early found to be essential that all important contracts and agreements, especially "between the English and Indians relating to the killing of whales should be entered upon the town books, and signed by the parties in presence of the clerk and certified by him. Boatwhaling was so generally practiced and was considered of so much importance by the whole community, that every man of sufficient abilits in the town was obliged to take his turn in watching for whales from some elevated position on the beach, and to sound the alarm on one being seen near the coast." In April, (2d,) 1668, an agreement was entered on the records of Easthampton, binding certain Indians of Montauket in the sum of £10 sterling to go to sea, whaling, on account of Jacobus Skallenger and others, of Easthampton, beginning on the 1st of November and ending on the 1st of the ensuing April, they engaging "to attend dilligently with all opportunitie for ye killing of whales or other fish, for ye sum of three shillings a day for every Indian: ye sayd Jacobus Skallenger and partners to furnish all necessarie craft and tackling convenient for ye designe." The laws governing these whaling companies were based on justice rather than selfishness. Among the provisions was one passed January 4, 1669, whereby a member of one company finding a dead whale killed by the other company was obliged to notify the latter. A prudent proviso in the order was that the person bringing the tidings should be well rewarded. If the whale was found at sea, the killers and finders were to be equal sharers. If irons were found in the whale, they were to be restored to the owners. In 1672, John Cooper desired leave to employ some "strange Indians" to assist him in whaling, which leave was granted; § but these Indian allies required tender handling, and were quite apt to ignore their contracts when a fair excuse could be found, especially if their hands had already closed over the financial consideration. Two or three petitions relating to cases of this kind are on file at New York. One of them is from "Jacob Skallenger, Stephen Hand, James Loper and other adjoined with them in the Whale Designe at Easthampton," and was presented in 1675. It sets forth that they had associated together for the purpose of whaling, and agreed to hire twelve Indians and man two boats. Having seen the natives yearly employed both by neighbors and those in surrounding towns, they thought there could be no objec-

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^{*} N. Y. Col., MSS., General Entries iv, p. 123, Francis Lovelace.

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[‡] This code was very similar to that afterward adopted in the Massachusetts Bay.

[§] N. Y. Col. MSS.; General Entries, iv, p. 235.

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tion to their doing likewise. Accordingly, they agreed in June with twelve Indians to whale for them during the following season. "But it fell out soe that foure of the said Indians (competent & experienced men) belonged to Shelter-Island whoe with the rest received of your peticonrs in pt. of their hire or wages 25s. a peece in hand at the time of the contract, as the Indian Custome is and without which they would not engage themselves to goe to Sea as aforesaid for your Peticonrs." Soon after this there came an order from the governor requiring, in consequence of the troubles between the English and the aborigines, that all Indians should remain in their own quarters during the winter. "And some of the towne of Easthampton wanteing Indians to make up theire erue for whaleing they take advantage of your honra sd Ordre thereby to hinder your peticonrs of the said foure Shelter-Island Indians. One of ye Overseers being of the Company that would soe hinder your peticonrs. And Mr. Barker warned yor peticonrs not to entertaine the said foure Indians without licence from your hon. And although some of your peticoners opposites in this matter of great weight to them seek to prevent yor peticonrs from haveing those foure Indians under pretence of zeal in fullfilling yr honrs order, yet it is more then apparent that they endeavor to break yor peticonrs Company in yt maner that soe they themselves may have opportunity out of the other eight Easthampton Indians to supply theire owne wants." After representing the loss liable to accrue to them from the failure of their design and the inability to hire Easthampton Indians, on account of their being already engaged by other companies, they ask relief in the premises,* which Governer Andross, in an order dated November 18, 1675, grants them, by allowing them to employ the aforesaid Shelter-Island Indians.

Another case is that of the widow of one Cooper, who in 1677 petitions Andross to compel some Indians who had been hired and paid their advance by her late husband to fulfill to her the contract made with him, they having been hiring out to other parties since his decease.

The trade in oil from Long Island early gravitated to Boston and Connecticut, and this was always a source of much uneasiness to the authorities at New York. The people inhabiting Easthampton, Southampton, and vicinity, settling under a patent with different guarantees from those allowed under the Duke of York, had little in sympathy with that government, and always turned toward Connecticut as their natural ally and Massachusetts as their foster mother. Scarcely had what they looked upon as the tyrannies of the New York governors reduced them to a sort of subjection when they were assailed by a fresh enemy. A sudden turn of the wheel of fortune brought them, in 1673, a second time under the control of the Dutch. During this interregnum, which lasted from July, 1673, to November, 1674, they were summoned, by their then

N. Y. Col. MSS., xxv, Sir Ed. Andross, p. 41.

Warrants, Orders, Passes, &c., 1674-1679, p. 161.

N. Y. Col. MSS., xxvi, p. 153.

conquerors, to send delegates to an assembly to be convened by the tem. porary rulers. In reply the inhabitants of Easthampton, Southampton, Southold, Seatoocook, and Huntington returned a memorial setting forth that up to 1664 they had lived quietly and prosperously under the gov. ernment of Connecticut. Now, however, the Dutch had by force assumed control, and, understanding them to be well disposed, the people of those parts proffer a series of ten requests. The ninth is the partieular one of interest in this connection, and is the only one not granted, In it they ask, "That there be ffree liberty granted ye 5 townes aforesd for ye procuring from any of ye united Collonies (without molestation on either side:) warpes, irons or any other necessaries ffor ye comfortable carring on the whale design." To this reply is made that it "cannot in this conjunction of time be allowed." "Wny," says Howeli, " "the Council of Governor Colve chose thus to snub the English in these five towns in the matter of providing a few whale-irons and necessary tackle for capturing the whales that happened along the coast, is inconceivable." but it must be remembered that the English and Dutch had long been rivals in this pursuit, even carrying their rivalry to the extreme of personal conflicts. The Dutch assumed to be, and practically were, the factors of Europe in this business at this period, and would naturally be slow to encourage any proficiency in whaling by a people upon whom they probably realized that their lease of authority would be brief. Hence, although they were willing to grant them every other right in common with those of their own nationality, maritime jealousy made this one request impracticable. How the people of Long Island enjoyed this state of affairs is easy to infer from their petition of 1672. The oppressions alike of New York governors and Dutch conquerors could not fail to increase the alienation that difference of habits, associations, interests, and rights had implanted within them. Among other arbitrary laws was one compelling them to carry all the oil they desired to export to New York to be cleared, a measure which produced so much dissatisfaction and inco. renience that it was beyond a doubt "more honored in the breach than in the observance." At times some captain, more scrupulous than the rest, would obey the letter of the law or procure a remission of it. Thus, in April, 1678, Benjamin Alford, of Boston, in New England, merchant, petitioned Governor Brockholds for permission to clear with a considerable quantity of oil that he had bought at Southampton, directly from that port to London, he paying all duties required by law. This he desires to do in order to avoid the hazard of the voyage to New York and the extra danger of leakage thereby incurred. He was accordingly allowed to clear as he desired.

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^{*} Hist. of Southampton, p. 62.

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In 1684 an act for the "Encouragement of trade and Navigation" within the province of New York was passed, laying a duty of 10 per cent. on all oil and bone exported from New York to any other port or place except directly to England, Jamaica, Barbadoes, or some other of the Caribbean Islands.

In May, 1688, the Duke of York instructs his agent, John Leven, to inquire into the number of whales killed during the past six years within the province of New York, the produce of oil and bone, and "about his share."* To this Leven makes reply that there has been no record kept, and that the oil and bone were shared by the companies killing the fish. To Leven's statement, Andross, who is in England defending his colonial government, asserts that all those whales that were driven ashore were killed and claimed by the whalers or Indians.†

In August, 1688, we find the first record of an intention to obtain sperm oil. Among the records in the State archives at Boston is a petition from Timotheus Vanderuen, commander of the brigantine Happy Return, of New Yorke, to Governor Andross, praying for "Licence and Permission, with one Equipage Consisting in twelve mariners, twelve whalemen and six Diuers—from this Port, upon a fishing design about the Bohames Islands, And Cap florida, for sperma Coeti whales and Racks: And so to returne for this Port."‡ Whether this voyage was ever undertaken or not we have no means of knowing, but the petition is conclusive evidence that there were men in the country familiar even then with some of the haunts of the sperm whale and with his capture.

Francis Nicholson, writing from Fort James, December, 1688, says: "Our whalers have had pretty good luck, killing about Graves End three large whales. On the Easte End aboute five or six small ones." During this same year the town of Easthampton being short of money, debtors were compelled to pay their obligations in produce, and in order to have some system of exchange the trustees of the town "being Legally met March 6, 1688-9 it was agreed that this year's Towne rate should be held to be good pay if it be paid as Follows:

	£.	8.	d.
"Dry merchantable hides att	0	0	6
"Indian Corn	0	3	0
"Whale Bone 3 feet long and upwards	0	0	8."

Whalebone without any manner of Lett Hindrance or Molestacon, shee having beene cleared by order from the Custom house here & given security accordingly. Given under my hand in N. Y. this 20th day of April in the 30th yeare of his Matter raigne A° Domini 1672.

[&]quot;To all his Mattes Offices whom this may Concerne."

^{*} N. Y. Col. Records, iii, p. 282.

[†] Ibid., p. 311.

Mass. Col. MSS., Usurpation, vi, p. 126.

[§] Ibid., iv, p. 303.

Bi-Centennial Address at Easthampton, p. 41.

The first whaling expedition in Nantucket "was undertaken," says Macy, "by some of the original purchasers of the island; the circumstances of which are handed down by tradition, and are as follows: A whale, of the kind called 'scragg,' came into the harbor and continued there three days. This excited the curiosity of the people, and led them to devise measures to prevent his return out of the harbor. They accordingly invented and caused to be wrought for them a harpoon, with which they attacked and killed the whale. This first success encouraged them to undertake whaling as a permanent business; whales being at that time numerous in the vicinity of the shores."

In 1672 the islanders, evidently desirous of making further progress in this pursuit, recorded a memorandum of a proposed agreement with one James Loper, in which it is said that the said James "doth Ingage to carrey on a Designe of Whale Catching on the Island of Nantucket that is to say James Ingages to be a third in all Respects, and som of the Town Ingages also to carrey on the other two thirds with him in like mauner-the town doth also consent that first one company shall begin, and after, ands the rest of the freeholders or any of them have Liberty to set up another Company provided they make a tender to those freeholders that have no share in the first company and if any refuse the rest may go on themselves, and the town doth engage that no other Company shall be allowed hereafter; also, whoever kill any whales, of the Company or Companies aforesaid, they are to pay to the Town for every such whale five shillings and for the Incoragement of the said James Loper the Town doth grant him ten acres of Land in sume Convenant place that he may chuse in (Wood Land Except) and also liberty for the commonage of three cows and Twenty sheep and one horse with necessary wood and water for his use, on Conditions that he follow the trade of whalling on this Island two years in all seasons thereof beginning the first of March next Insuing; also he is to build upon his Land and when he leaves Inhabiting upon this Island then he is first to offer his Land to the Town at a valuable price and if the Town do not buy it he may sell it to whom he please; the commonage is granted only for the time of his staying here."† At the same meeting John Savidge had a grant mad island for trade of a need to en tunity offe verse work of Loper, who did re The hist

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^{*} Hist. Nantucket, p. 28.

[†]There are most excellent reasons for concluding that Loper never went to Nantucket. When the parties to whom grants were made settled there, their lots were surveyed and laid out to them and the survey recorded. In Loper's case no after-mention occurs of him in any place or manner, and in the list of proprietors and their grants, made up in 1674, and forwarded to New York, his name is not mentioned. Notwithstanding the islanders, in their desire to honor and perpetuate his name, called two of their ships after him, those who are best judges in the matter concede that he never had a residence there. One James Loper (or Looper) resided at Easthampton and carried on whaling from there prior to 1675 (see petition of Shallenger, Hand & Loper). Undo tedly this is the man referred to in the Nantucket records. Up to the year 1678, however, he still owned property in Easthampton. In regard to the Loper mentioned by Felt (Annals of Salem, p. 223), and who has been supposed (see Savage's

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grant made to him, upon condition that he took up his residence on the island for the space of three years, and also that he should "follow his trade of a cooper upon the island as the Town or whale Company have need to employ him." Loper beyond a doubt never improved this opportunity offered him of immortalizing himself, but Savidge did, and a perverse world has, against his own will, handed down to posterity the name of Loper, who did not come, while it has rather ignored that of Savidge, who did remove to that island.

The history of whaling upon Nantucket from that time until 1690 is

The history of whaling upon Nantucket from that time until 1690 is rather obscure. There is a tradition among the islanders that in this year several persons were standing upon what was afterward known as Folly House Hill, observing the whales spouting and sporting in the sea. One of these people, pointing to the ocean, said to the others: "There is a green pasture, where our children's grandchildren will go for bread."* It would be a matter of interest to know the name of the individual to whom this prophetic vision was revealed, but tradition is almost always lame somewhere. In 1690 the people of Nantucket, "finding that the people of Cape Cod had made greater proficiency in the art of whale-catching than themselves," sent thither and employed Ichabod Paddock to remove to the island and instruct them in the best method of killing whales and obtaining the oil.† Judging from subsequent events, he must have come and proved himself a good teacher and they most admirable pupils.

The earliest mention of whales at Martha's Vineyard occurs in November, 1652, when Thomas Daggett and William Weeks were appointed "whale cutters for this year." The ensuing April it was "Ordered by the town that the whale is to be cut out freely, four men at one time, and four at another, and so every whale, beginning at the east end of the town." In 1690 Mr. ‡ Sarson and William Vinson were appointed by "the proprietors of the whale" to oversee the cutting and sharing of all whales cast on shore within the bounds of Edgartown, "they to have as much for their care as one cutter."

genealogical dictionary) to be the one spoken of, the petition (Mass. Col. MSS., Usurpation, ii, p. 136) gives his name as Jacobus Loper, and it is by this name alone he is known. Thus in 1686 the constable of Eastham was ordered to attach Jacobus Loper to find sureties for good behavior and appearance at the next court, and at the October term Jacobus Loper was acquitted of a criminal charge. In no place does the Latin name undergo a change, and accompanying circumstances would scarcely seem to imply that the appellation was ever intended to be James. On the contrary the Nantucket document plainly says James, as also do the MSS. relating to Easthampton, and in no place is the Latinized form used.

* Macy's Nantucket, p. 33.

t Macy's Nantucket, pp. 29-30. No record exists of this save in the form of tradition, but many circumstances give it an appearance of far greater probability than the story concerning Loper. Among other things, it is related as an historical fact by Zaccheus Macy (Mass. Hist. Soc., Col. iii, p. 155), who died in 1797, aged 83 years, and hence was cotemporary with some of the men living in Paddock's time. He, however, mak s no mention of Loper.

Richard L. Pease, esq., in Vineyard Gazette.

In 1692 came the inevitable dispute of proprietorship. A whale was cast on shore at Edgartown by the proprietors, "seized by Benjamin Smith and Mr. Joseph Norton in their behalf," which was also claimed by "John Steel, harpooner, on a whale design, as being killed by him." It was settled by placing the whale in the custody of Richard Sarson, esq., and Mr. Benjamin Smith, as agents of the proprietors, to save by trying out and securing the oil; "and that no distribution be made of the said whale, or effects, till after fifteen days are expired after the date hereof, that so such persons who may pretend an interest or claim, in the whale, may make their challenge; and in case such challenge appear sufficient to them, then they may deliver the said whale or oyl to the challenger; otherwise to give notice to the proprietors, who may do as the matter may require."

Mr. Felt, in his History of Salem,* says that James Loper, of that town, in 1688, petitioned the colonial government of Massachusetts for a patent for making oil. In his petition Loper represents that he has been engaged in whale-fishing for twenty-two years.

On the 12th of March, 1692, John Higginson and Timothy Lindall, of Salem, wrote to Nathaniel Thomas: "We have been jointly concerned in severall whale voyages at Cape Cod, and have sustained greate wrong and injury by the unjust dealing of the inhabitants of those parts, especially in two instances: ye first was when Woodbury and company, in our boates, in the winter of 1690, killed a large whale in Cape Cod harbour. She sank and after rose, went to sea with a harpoon, warp, etc. of ours, which have been in the hands of Nicholas Eldredge. The second case is this last winter, 1691. William Edds and company, in one of our boates, struck a whale, which came ashore dead, and by ye evidence of the people of Cape Cod was the very whale they killed. The whale was taken away by Thomas Smith, of Eastham, and unjustly detained."

Nor was the art of whaling unknown or unpracticed by our Canadian neighbors in these early years, for M. de Denonville writes to M. de Seignelay, in 1690, that the Canadians are adroit in whaling, and that the "last ships have brought to Quebec, from Bayonne, some harpooners for Sieur Riverin."‡

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^{*} Vol. ii, p. 224.

⁺ Ibid.

[†] Memoir on Acadia, &c., N. Y. Col. Rec., ix, pp. 444-5. Holmes, in his "American Annals" (vol. i, p. 133), says: "Other English ships went this year (1593) to Caps Breton. This is the first mention, that we find, of the whale-fishery by the English. Although they found no whales in this instance, yet they discovered on an island eight hundred whale fins where a Biscay ship had been three years before; and this is the first account we have of whale fins or whale bone by the English." So it appears that for a long term of years Canadian waters were the whaleman's garden.

^{*}So called †Letters if twenty five means of a boats and w moment's w ‡J. Heeto

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C.-1700 TO 1750.

NANTUCKET; LONG ISLAND; CAPE COD; SALEM; BOSTON; RHODE ISLAND; MARTHA'S VINEYARD, ETC.

Immediately after the commencement of the eighteenth century the town of Sherburne, * on the island of Nantucket, advanced rapidly to the front rank among whaling ports. So plentiful was their prey almost at their very doors, as it were, that no difficulty was at first experienced by the islanders in obtaining all the oil they desired without going out of sight of land. "The south side of the island," says a writer, " was divided into four equal parts, and each part was assigned to a company of six, which, though thus separated, still carried on their business in common. In the middle of this distance" (of about three and a half miles to each division) "they erected a mast, provided with a sufficient number of rounds, and near it they built a temporary hut where five of the associates lived, whilst the sixth from his high station carefully looked toward the sea, in order to observe the spouting of whales." When one was seen, the boats were launched and the chase commenced. Sometimes, in pleasant weather, the whalemen would venture nearly out of sight of land. A capture once made, the whale was towed ashore and the blubber "saved" after the manner of cutting in on board a vessel. Try-works were erected on the beach, and the blubber, after being cut up and sliced, was subjected to the process of "trying out." These try-works were used for many years after exclusive shore-fishing had ceased, the blubber of the whales captured at sea being cut up into square pieces and stowed into casks on board of the vessels. On the return home this product was removed to the try-houses and the oil extracted. This was substantially the method of carrying on the fishery all along the coast. As the natural consequence of long-continued practice, the inhabitants of Nantucket soon acquired great dexterity in the pursuit. Says St. John: "These people are become superior to any other whalemen."! In this business many Indians were employed, each boat's crew being manned in part, some wholly, by aborigines, the most active among them being promoted to steersmen, and even at times one of them being allowed to command a boat. Under the stimulus of this

*So called prior to 1795; since then better known as Nantucket.

[†]Letters from an American farmer, J. Hector St. John Crevecœur. Within the past twenty five years, when whales were seen off Southampton, the alarm was sounded by means of a horn and boats were hastily manned in pursuit, and to the present day boats and whaling craft are kept in readiness to start in pursuit of whales at a moment's warning.

[‡]J. Hector St. John de Crevecœur. "Letters of an American Farmer." (Published 1782.) It is a somewhat disputed question whether St. John ever visited Nantucket or not. If he never did, his description of customs, &c., is remarkably accurate for hearsay evidence.

encouragement they soon became experienced whalemen and conversant with all the details of the business.*

The first sperm whale taken by Nantucket whalemen was captured by Christopher Hussey, the year 1712, and the capture, destined to effect a radical change i 3 pursuit of this business, was the result of an accident. "He was cruising," says Macy, "near the shore for Right whales, and was blown off some distance from the land by a strong northerly wind, where he fell in with a school of that species of whales, and killed one and brought it home. * * * This event gave new life to the business, for they immediately began with vessels of about thirty tons to whale out in the 'deep,' as it was then called, to distinguish it from shore whaling. They fitted out for cruises of about six weeks, carried a few hogsheads, enough probably to contain the blubber of one whale, with which, after obtaining it, they returned home. The owners then took charge of the blubber, and tried out the oil, and immediately sent the vessels out again." In 1715 Nantucket had six sloops engaged in this fishery, producing oil to the value of £1,100 sterling, the shore fishery being, in the mean time, still continued. There was no perceptible diminution in the number of whales taken from along the coast for quite a number of years after the establishment of the fishery.

In 1720 the inhabitants of Nantucket made a small shipment of oil to London in the ship Hanover, of Boston, William Chadder, master.§

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[&]quot; Macy's Hist., p. 20.

[†] Ibid., p. 36.

[!]The first sperm whale known to Nantucket "was found dead, and ashore, on the southwest part of the island. It caused considerable excitement, some demanding a part of the prize under one pretence, some under another, and all were anxious to behold so strange an animal. There were so many claimants of the prize, that it was difficult to determine to whom it should belong. The natives claimed the whale because they found it" (not a bad reason surely); "the whites, to whom the natives made known their discovery, claimed it by a right comprehended, as they affirmed, in the purchase of the island." (Ah! what lawyers they must have been!) "An officer of the crown" (here steps in the lion) "made his claim, and pretended to seize the fish in the name of His Majesty, as being property without any particular owner. * * * It was finally settled that the white inhabitants who first found the whale, should share the prize equally amongst themselves." (Alas for royalty, and alas for the finders!). The teeth, considered very valuable, had been prudently taken care of by a white man and an Indian before the discovery was made public. The decision in regard to ownership certainly justified their precaution. This compromise made, the whale was cut up and the oil extracted. What the amount of it was is unknown. "The sperm procured from the head was thought to be of great value for medical purpose.s It was used both as an internal and an external application; and such was the credulity of the people, that they considered it a certain cure for all diseases; it was sought with avidity, and, for a while, was esteemed to be worth its weight in silver,"-(Macy's Hist.)

^{§ &}quot;Shipped by the grace of God, in good order and well conditioned, by Paul Starbuck, in the good ship called the Hanover, whereof is master under God for the present voyage, William Chadder and now riding in the harbour of Boston, and by God's grace bound for London; to say:—six barrels of

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⁽Prin. Paid.

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Whether this was the first adventure of this kind or not we have no means of ascertaining, and we are in a similar state of uncertainty in regard to its success. As the fishery became more important, and vessels were used, it became necessary to select the site where there was the best harbor, and the location where the town of Nantucket now stands was selected. As the number of vessels increased it was also found necessary to replace the old landing-places, which at best were only temporary, and often destroyed by winter storms, with more subtantial wharves, and accordingly, in 1723, the "Straight" wharf was built.† At this time the usual custom in winter was to haul the vessels and boats up on shore, as being safer and less expensive than lying at the wharf. The boats were placed bottom upwards and lashed together to prevent accidents in gales of wind, and the whaling "craft" was carefully stored in the warehouses. In the early days of whaling each vessel carried two boats, one of which seems to have been held in reserve in case of accident to the one lowered for whales.

In 1730 Nantucket employed in the fishery twenty-five vessels of from

traine eyle, being on the proper account & risque of Nathaniel Starbuck, of Nantucket, and goes consigned to Richard Patridge merchant in London.

[Prin. Paid.] Being marked & numbered as in the margin & to be delivered in like good order & well conditioned at the aforesaid port of London (The dangers of the sea only excepted) unto Richard Partridge aforesaid or to his assignees,

dangers of the sea only excepted) unto Richard Partridge aforesaid or to his assignees, He or they paying Freight for said goods, at the rate of fifty shillings per tonn, with primage & average accustomed.

"in witness whereof the said Master or Purser of said Ship hath affirmed to Two Bills of Lading all of this Tener and date, one of which two Bills being Accomplished, the other to stand void.

"And so God send the Good Ship to her desired Port in safety. Amen!

"Articles & contents unknown to—

"(Signed)
"Dated at Boston the 7th 4th mo. 1720."

WILLIAM CHADDER.

(From original bill of lading in possession of F. C. Sanford, esq.)

*The place first settled was at Maddeket, at the west end of the island. According to the records in the state-house at Boston, the following vessels were registered as belonging to Nantucket up to the year 1714: April 28, 1698, Richard Gardner, trader, registers sloop Mary, 25 tons, built in Boston, 1694; Angust 11, James Coffin, trader, registers sloop Dolphin, 25 tons, built in Boston, 1697; September 1, Richard Gardner, mariner, registers sloop Society, 15 tons, built in Salem, 1695; April 4, 1710, Peter Coffin, registers sloop Hope, 40 tons, built in Boston, 1709; April 24, 1711, Silvanus Hussey, sloop Eagle, 30 tons, built at Scitnate, 1711; July 30, 1713, Silvanus Hussey, sloop Bristol, 14 tons, built at Tiverton, 1711; April 27, 1713, Abigail Howse, sloop Thomas, 12 tons, built at Newport, R. I., 1713; May 4, 1714, Ebenezer Coffin, sloop Nonsuch, 25 tons, built at Boston, 1714. (The Nonsuch is registered as of Boston; Coffin, however, was of Nantucket); 1714, Geo. Coffin, sloop Speedwell, 25 tons, built at Charlestown. This, then, was the character of their vessels up to 1715; among them the Hope, of 40 tons, was a very giant.

In 1732, however, the size had very greatly increased, for by a petition (Mass. Col. MSS. Maritime, v, p. 510), it appears that Isaac Myrick built at Nantucket a snow of 118 tons.

*Macy's Hist., p. 37. According to the Boston News Letter, European advices of August 3, 1724, reported that the Emperor of Russia had ordered the directors of the India Company "newly erected there" to get twelve vessels ready against the opening

38 to 50 tons burden each, and the returns were about 3,700 barrels of oil, worth, at £7 per ton, £3,200. Holmes says: * "The whale-fishery on the North American coasts must, at this time" (1730), "have been very considerable; for there arrived in England from these coasts, about the month of July, 154 tons of train and whale oil, and 9,200 of whale bone." At this time there were nearly five hundred ships, manned by four thorsand sailors, engaged in foreign traffic from Massachusetts.†

The culminating point of shore-whaling at Nantucket was probably reached in 1726. During that year there were 86 whales taken by boats, and the Coffins and Gardners, the Folgers, the Husseys, the Swains and Paddacks, the progenitors of that race of men who carried the name and fame of the little island of Nantucket to every accessible port on the globe, are chief among those who gathered this harvest.

The first recorded loss of a whaling vessel from the island occurred in 1724, when a sloop, of which Elisha Coffin was master, was lost at sea with all on board. The second loss was that of another sloop, Thomas

of the spring, to sail for the Greenland whaling-ground, promising to them both protection and monopoly, "by which it will be prohibited, under severe penalties, to bring for the future any Oil or Whalebone into any Part of His Majesty's Dominions from Foreign Countries." Early in 1725 the directors of the English South Sea Company ordered 12 more ships for whaling in these seas. (The inference is that as early at least as the previous year, 1724, the company had vessels there.) Under date of London, July 24, 1725, the ships are reported all returned. The English ships took 25 whales, producing 1,000 puncheons of blubber and oil and 26 tons of fins, worth £450 per ton. In the Dutch fishery, the Hollanders, with 144 ships took 240 whales; the Hamburghers with 43 ships took 463 whales; the Bremenese with 23 ships took 29 whales; the Bergenese with 2 ships took down, and two other ships returned empty. In the spring of 1726, Sweden also looked with longing eyes upon this pursuit, and designed sending twelve ships in the summer of that year to Greenland.

* American Annals, i, p. 126.

Ibid.

‡ The names of the parties (probably captains of boats or vessels), with the number of whales taken by each, may be of interest in this connection: John Swain took 4, Andrew Gardner 4, Jonathan Coffin 4, Paul Paddack 4, Jas. Johnston 5, Clothier Pierce 3. Sylvanus Hussey 2. Nathan Coffin 4. Peter Gardner 4. Wm. Gardner 2. Abishai Folger 6, Nathan Folger 4, John Bunker 1, Shaubael Folger 5, Shubael Coffin 3, Nath'l Allen 3, Edw'd Heath 4, Geo. Hussey 3, Benj. Gardner 3, Geo. Coffin 1, Rich'd Coffin 1, Nath'i Paddack 2, Jos. Gardner 1, Matthew Jenkins 3, Bartlett Coffin 4, Daniel Gould 1, Ebenezer Gardner 4, - Staples 1; total 86. The largest number of whales taken in one day was eleven. In the New England Weekly Journal of December 21, 1730, appears an advertisement, informing the public that there has been "Just Reprinted, The Wonderful Providence of God, Exemplified in the Preservation of William Walling who was drove out to Sea from Sandy Hook near New York in a leaky Beat, and was taken up by a Whaling Sloop & brought to Nantucket after he had floated on the Sea eight Days without Victuals or Drink." In 1732, according to a petition in the Mass. Col. MSS. (Maritime, iv, p. 510), a vessel of 118 tons burden was built at Nantucket, the ruling price being then £85s. per ton.

§ Zaccheus Macy, in a brief sketch of Nantucket, published in vol. iii of the Mass. Hist. Soc.'s Coll., says (p. 157) that up to 1760 no man had been killed or drowned while whaling, and this error Obed Macy, in his History of Nantucket, perpetuates. It must have been intended by the former to include only shore-whaling, since pair to the

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l in vol. iii of the Mass. killed or drowned while et, perpetuates. It must ling, since prior to the Hathaway master, in 1731. These losses were a serious matter for a small whaling-port, where nearly all the inhabitants were related by birth or marriage. In the year 1742 still another sloop, commanded by Daniel Paddack, was lost while on a whaling voyage, with all on board.

An increase in the business brought with it an increase in the number and size of the vessels employed. Schooners were added, and the size of the vessels increased to between 40 and 50 tons. Whales began to grow scarce in the vicinity of the shore, and still larger vessels were put into the service and sent to the "southward" as it was termed, cruising on that ground till about the first of July, when they returned, relitted, and cruised to the eastward of the Grand Bank during the remainder of the whaling season, unless, as was often the case, they filled sooner. Vessels for this service were generally "sloops of 60 or 70 tons; their crews were made up, in part, of Indians," there being generally from four to eight natives to each vessel.

But the time came when Nantucket did not furnish men enough to man the whaling-vessels which the islanders desired to fit out, and Cape Cod, and even Long Island, were called in to supply the deficiency of seamen. It naturally occurred that, with the limited colonial demand, the business became at times overdone, the market glutted, and what oil was sold was disposed of at too low a price to be as remunerative as the islanders thought it should be. The people began to think of another market. For a series of years they had made Boston their factor, selling there their oil and drawing from thence their supplies.† Probably

period named at least nine vessels with their crews had been lost, and these facts must have been well known to him. There is on file at the State-house in Boston (Domestic Relations, vol. 1, p. 181), a petition to the general court from Dinah Coffin, of Nantucket, setting forth that "her Husband, Elisha Coffin did on the Twenty Seventh Day of April Annoq Dom: 1722 Sail from sd Island of Nantucket in a sloop: on a whaling trip intending to return in a month or six weeks at most, And Instantly a hard & dismall Storm followed; which in all probability Swallowed him and those with him up: for they were never heard of." She prays that she may now (1724) be allowed to marry again.

*Zaccheus Macy writes (Mass. Hist. Soc. Coll., iii, p. 157), "It happened once, when there were about thirty boats about six miles from the shore, that the wind came round to the northward, and blew with great violence, attended with snow. The men all rowed hard, but made but little headway. In one of the boats were four Indians and two white men. An old Indian in the head of the boat, perceiving that the crew began to be disheartened, spake out loud in his own tongue and said, 'Momadichehotor anqua sarshkee sarnkee pinchee eynoo sememoochkee chaquanks withchee pinchee eynoo;' which in English is, 'Pull ahead with courage; do not be disheartened; we shall not be lost now; there are too many Englishmen to be lost now.' His speaking in this manner gave the crew new courage. They soon perceived that they made headway; and after long rowing they all got safe on shore." In 1744 a Nantucket Indian struck a blackfish, and was caught by a foul line and carried down and drowned.— (Boston News-Letter.)

† It would be inferred that the shipment made in 1720 did not prove entirely satisfactory. The Boston News-Letter reports that Captain Churchman arrived at Portsmouth, Eng., December 8, 1729, from New England for London, with a cargo of logwood and oil.

had their oil commanded the price which they considered it should have brought, this state of affairs might long have continued, but such was not the case. "It was found," says Macy, " "that Nantucket had in many places become famed for whaling, and particularly so in England. where partial supplies of oil had been received through the medium of the Boston trade. The people, finding that merchants in Boston were making a good profit by first purchasing oil at Nantucket, then ordering it to Boston, and thence shipping it to London, determined to secure the advantages of the trade to themselves, by exporting their oil in their own vessels. They had good prospects of success in this undertaking, yet, it being a new one, they moved with great caution, for they knew that a small disappointment would lead to embarrassments that would, in the end, prove distressing. They, therefore, loaded and sent out one vessel, about the year 1745. The result of this small beginning proved profitable, and encouraged them to increase their shipments by sending out other vessels. They found, in addition to the profits on the sales, that the articles in return were such as their business required, viz, iron, hardware, hemp, sailcloth, and many other goods, and at a much cheaper rate than they had hitherto been subjected to." This naturally gave renewed life to the enterprise, and induced the fitting of new vessels and the development of new adventurers. The sky was not always fair, not every voyage proved remunerative, but the business as a whole steadily increased in importance and profit. At about this time (1746), according to Macy's History, whaling was commenced by our people in Davis's Straits.†

The transfer of the trade of Long Island to Boston and Connecticut was a source of great uneasiness to the early governors of New York. They were repeatedly stirred up on the subject by the lords of trade in England, but with all their trouble and skill and efforts they were unable to alienate the sympathies of the Long Islanders from those who were their friends both by birth and association. They had but little in common with the New York government, which seemed to them only the symbol of wrong, injustice, and oppression. The governors of that

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^{*}Page 51. The Boston News-Letter of October 5, 1738, reports from Nantucket that an Indian plot to fire the English houses and kill the inhabitants of the island, had been disclosed by a friendly Indian. In consequence of the warning the plot had been abandoned, but fears were entertained for the safety of several whaling-vessels which sailed in the spring, and of the crows, of which the natives formed an essential part.

[†] Page 54. Davis's Straits were visited by whalemen as early as 1732, when a Captain Atkins, returning from a whaling voyage thence, brought a Greenland bear. Captain Atkins went as far as 66° north. Among the entries and clearances at the Boston custom-house as recorded in the Boston News-Letter as early as 1737 we find several to and from this locality. Beyond a doubt these vessels are whalemen, and in fact some of the names are common in the annals of this industry at Nantucket. The clearances were usually in March or April, and the arrivals from September to November, varying according to the degree of success, the season, &c. In July, 1737, Capt. Atherton Hough took a whale "in the Straits," and in 1739, under date of August 2, the Boston News-Letter says: "There is good Prospect of Success in the Whale Fishery to Greenland

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province were numerous and tyrannical, and the people had no redress. The boast of one of them that he would tax them so high that they would have no time to think of anything else but paying these duties, seemed to be resolved into a motto adopted by the majority, and the groanings and writhings of the people only seemed to serve as the excase for another turn of the screws of executive tyranny.

In June, 1703, Lord Conbury, in a letter to the lords of trade,* speaking of the difficulties the commerce of New York had to contend with from the position of some parts of its territory in relation to Connecticut and Massachusetts, writes that Connecticut fills that part of Long Island with European goods cheaper than New York can, since New York pays a duty which is not assessed by Connecticut; "nor will they" (the inhabitants of the east end of Long Island) "be subject to the Laws of Trade nor to the Acts of Navigation, by which means there has for some time been no Trade between the City of New Yorke and the East end of Long Island, from whence the greater quantity of Whale-oyle comes." He adds that the people are full of New England principles, and would rather trade with Boston, Connecticut, and Rhode Island than with New York.

In 1708, however, under Lord Cornbury, an act was passed for the "Encouragement of Whaling," in which it was provided, 1st, that any Indian, who was bound to go to sea whale fishing, should not "at any time or times between the First Day of November and the Fifteenth Day of April following, yearly, be sued arrested, molested, detained or kept out of that Imployment by any person or persons whatsoever, pretending any Contract, Bargain Debt or Dues unto him or them except and only for or concerning any Contract, Debt or Bargain relating to the Undertaking and Design of the Whale-fishing and not otherwise under the penalty of paying treble Costs to the Master of any such Indian or Indians so to be sued, arrested, molested or detained." Section 2 provided that "if any person or persons shall purchase, take to pawn or anyways get or receive any Cloathing, Gun or other Necessaries that his Master shall let him, from any such Indian or Indians or suffer any such Indian to be drinking or drunk in or about their Houses, when they should be at Sea, or other business belonging to that

this Year, for several vessels are come in already, deeply laden, and others expected." This is not mentioned as by any means an extraordinary circumstance, and when it is remembered that the English had already pursued the whale in those seas for fifteen years, and at that time had some forty or fifty ships there engaged in this pursuit, it would scarcely be likely to excite surprise.

In 1744, a whale 40 feet long was found ashore on Nantucket, by three men, who, for lack of more proper instruments, killed it with their jack-knives. (News-Letter October 4.)

*N. Y. Col. Rec. iv, p. 1058. An order was passed in the New York Council, March 2, 1702, directing Thomas Clark and John Crosier, of Suffolk County, to secure three drift whales ashore in said county, they to have one-third of the oil and bone and to deliver the remaining two-thirds to the New York custom-house clear of charge. (Council Minutes, viii, p. 323.)

Design of Whale-fishing or shall carry or cause to be carried any Drink to them, whereby such Indians are made incapable of doing their Labour and Duty in and about their Master's Service," within the date above named, shall be compelled to restore the articles taken, and forfeit to the master the sum of thirty shillings. This act was to be in force seven years after publication, but it did not finally become a law until June 10, 1710. It was renewed in 1716 for four years longer,*

and again in 1720 for a further term of six years.†

In July, 1708, Lord Cornbury writes again to the board of trade regarding New York affairs. In his letter he says: "The quantity of Train Oyl made in Long Island is very uncertain, some years they have much more fish than others, for example last year they made four thousand Barrils of Oyl, and this last Season they have not made above Six hundred: About the middle of October they begin to look out for fish, the Season lasts all November, December, January, February, and part of March; a Yearling will make about forty Barils of Oyl, a Stunt or Whale two years old will make sometimes fifty, sometimes sixty Barrils of Oyl, and the largest whale that I have heard of in these Parts, yielded one hundred and ten barrels of Oyl, and twelve hundred Weight of Bone,"

In 1709 the fishery had attained such value on Long Island that some parties attempted to reduce it, so far as possible, to a monopoly, and grants of land previously made by Governor Fletcher and others, in a reckless and somewhat questionable manner were improved for personal benefit. Earl Bellomont, in commenting on these irregular practices, writes to the lords of trade, under date of July 2 of that year, § citing, among others, one Colonel Smith, who, he states, "has got the beach on the sea shore for fourty miles together, after an odd manner as I have been told by some of the inhabitants * * * * having forced the town of Southampton to take a poore £10 for the greatest part of the said beach, which is not a valuable consideration in law, for Colonel Smith himself own'd to me that that beach was very profitable to him for whale fishing, and that one year he cleared £500, by whales taken there."

In 1716, Samuel Mulford, of Easthampton, in a petition to the King, gave a sketch of the progress of this industry in that vicinity. | In the recital of the grievances of his neighbors and himself, he writes that "the inhabitants of the said Township and parts adjacent did from the first Establishment of the said Colony of New York enjoy the Privilege & Benefit of fishing for whale & applying ye same to their own use as their undoubted right and property." I By his petition it appears further that in 1664 Governor Nicolls and council directed that drift-

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^{*} Laws of New York, Bradford, p. 72.

[†] Ibid., pp. 131-198.

t N. Y. Col. Rec., v, p. 60.

[§] N. Y. Col. Rec., iv, 535.

N. Y. Col. Rec., v, p. 474.

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† Ibid., pp. 131-198.

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whales should pay a duty of every sixteenth gallon of oil to the government, "exempting the whales that were killed at Sea by persons who went on that design from any duty or imposition." Governor Dongan also claimed duty on drift-whales, and he also exempted those killed at sea. "There was no pretence," under Dongan, "to seize such whales or to exact anything from the fishermen on that account, being their ancient right and property. Thus the inhabitants had the right of fishing preserved to them, and the Crown the benefit of all drift Whales, and everything seemed well established between the Crown and the People, who continued chearfully, and with success, to carry on the said fishing trade." This state of affairs continued until 1696, when Lord Combury (afterward Earl of Clarendon) became governor. It was then announced by those in authority that the whale was a "Royal Fish," and belonged to the Crown; consequently all whalers must be licensed "for that purpose which he was sure to make them pay for, and also contribute good part of the fruit of their labour; no less that a neat 14th part of the Oyle and Bone, when cut up, and to bring the same to New York an 100 miles distant from their habitation, an exaction so grievons, that few people did ever comply for it." * The result of this policy was to discourage the fishery, and its importance was sensibly decreased. In 1711 the New York authorities issued a writ to the sheriffs, directing them to seize all whales. This demand created much disturbance, but the people, knowing no remedy, submitted with what grace they could to what they felt was a grievous wrong, and an infringement upon their rights under the patent under which their settlement was founded. Since that time, Mulford continues, a formal prosecution had been commenced against him for hiring Indians to assist him in whaling. He concludes his petition with the assertion that, unless some relief was afforded, the fishery must be ruined, since "the person concerned will not be brought to the hardship of waiting out at sea many months, & the difficulty of bringing into New York the fish, and at last paying so great a share of their profit."

Mulford, during the latter part of his life, was continually at loggerheads with the government at New York. A sturdy representative of that Puritan opposition to injustice and wrong with which the early set tlers of Eastern Long Island were so thoroughly imbued, the declining years of his life were continual eras of contention against the tyrannies and exactions of governors, whose only interest seemed to be to suck the life-blood from the bodies of these unfortunate flies caught in their

^{&#}x27;It was these outrageously unjust laws that brought the government into the notorious disrepute it attained with its outlying dependencies from 1675 to 1720. In March, 1698, the conneil of Lord Cornbury declared certain drift-whales the property of the Crown (which apparently meant a minimum amount to the King and a maximum share to the governor), "when the subject can make no just claim of having killed them." One Richard Floyd having offered a reward to any parties bringing him information of such whales, the council ordered an inquiry into the matter in order to prevent such practices in the future. (Council Minutes, viii, p. 6.)

spider's net, and cast the useless remains remorselessly away. He was one of the remonstrants against the annexation of the eastern towns to the New York government, and from 1700 to 1720 was the delegate from these towns to the assembly. In 1715 the opposition of the government to his constituency reached the point of a personal conflict with him. In a speech delivered in the assembly in this year, he boldly and unsparingly denounced the authorities as tyrannical, extravagant, and dishonest. He cited numerous instances of injustices from officers of the customs to the traders of and to his section. While grain was selling in Boston at 6s. per bushel, and only commanding one-half of that in New York, his people were compelled by existing laws to lose this difference in value. While the government was complaining of poverty and the lack of disposition on the part of the people to furnish means for its subsistence, the governor had received, says Mulford, during the past three years, three times the combined income of the governors of Massachusetts, Rhode Island, and Connecticut. In 1716 the assembly ordered this speech to be put into the hands of the speaker, but Mulford, without hesitation, caused it to be published and circulated.* From this time forth the war upon him was, so far as the government was concerned, a series of persecutions, but Mulford undauntedly braved them all and in the end was triumphant. Quite a number of letters passed between the governor and himself, and between them both and the lords of trade in London. As an earnest of the feeling his opposition had stirred up, the governor commenced a suit against him in the supreme court, the judges of which owed their appointment to the executive. Shortly after this, Governor Hunter, in a communication to the lords of trade regarding the state of affairs in the province, writes that he is informed that Mulford, who "has continually flown in face of government," and always disputed with the Crown the right of whaling, has gone to London to urge his case. He states that "that poor, troublesome old man" is the only mutineer in a province otherwise quiet (an assertion that evidenced either a reckless disregard for truth, or a want of knowled has been and Mulfor governor of later, Hun take out whaling is increases y Boston is said of laty must in from the say yielding in ever perqu

To this t Secretary of Crown by y sion, you w and desires which the l one; if so, caue has be "Upon this due incoure Hunter looily, and the

their lordsl scendi de Piscibus R Reggis, &c. siderable; Crown's rig not £20 per and as the about it. I

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^{*}A copy of this speech is bound in an old volume of the Boston News-Letter, in the library of the Boston Athenaeum.

t In the address of H. P. Hedges at the Bi-Centennial celebration at Easthampton, in 1850, he says, when Mulford finally repaired to London to present the case to the king, he was obliged to conceal his intention. Leaving Southampton secretly, he landed at Newport, walked to Boston, and from thence embarked for London. Arrived there, he "presented his memorial, which it is said attracted much attention, and was read by him in the House of Commons." He returned home in triumph, having attained the desired end. At this time he was seventy-one years old. "Songs and rejoicings," says J. Lyon Gardiner (vide Hedges's Address, p. 21), "took place among the whalen of Suffolk County upon his arrival, on account of his having succeeded in getting the King's share given up." It is related of him (Ibid., p. 68) that while at the court of St. James, being somewhat verdant, he was much annoyed by pickpockets. As a palliative, he had a tailor sew several fish-hooks on the inside of his pockets, and soon after one of the fraternity was caught. This incident being published at the time won for him an extensive notoriety. He was representative from Easthampton from 1715 to 1720, and died in 1725, aged eighty years.

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of knowledge of affairs inexcusably culpable); that the case he pleads has been brought before the supreme court and decided against him, and Mulford is the only man who disputes the Crown's right, and the good governor charitably recommends their lordships to "bluff him." Still later, Hunter states that it was the custom long before his arrival to take out whaling licenses. Many came voluntarily and did so. If whaling is "decayed," it was not for want of whalemen, for the number increases yearly; "but the truth of the matter is, that the Town of Boston is the Port of Trade of the People inhabiting that end of Long Island of late years, so that the exportation from hence of that commodity must in the Books be less than formerly." The perquisites arising from the sale of these licenses were of no account in themselves, but yielding in this matter would only open a gap for the disputation of ever perquisite of the government.

To this the lords of trade reply: ‡ "You intimate in your letter to our Secretary of 22d November last that the Whale fishery is reserved to the Crown by your Patents: as we can find no such thing in your Commission, you will explain what you mean by it." Mulford is now in London, and desires dispatch in the decision in regard to this matter, pending which the lords desire to know whether dues have been paid by any one; if so, what amount has been paid, and to what purpose this revenue has been applied. § They close their letter with the following sentence, which would hardly seem open to any danger of misconstruction: "Upon this occasion we must observe to you, that we hope you will give all due incouragement to that Trade." Evidently the case of Mulford vs. Hunter looks badly for the governor. Still, Hunter is loth to yield readily, and the discussion is further prolonged.

It is now 1718. Governor Hunter, in his answer to the inquiries of their lordships, || says Commission was issued giving power, "Cognoscendi de Flotsam, Jetsom, Lagon, Deodandis, &c.," follows "et de Piscibus Regalibus Sturgeonibus, Balenis Cœtis Porpetüs Delphinis Reggis, &c." In regard to the income, he again writes that it is inconsiderable; that only the danger of being accused of giving up the Crown's right would have led him to write about it. In amount, it was not £20 per annum, (corroboratory of Mulford's assertion of its decline), and as the fish had left this coast, he should not further trouble them about it. Up to the present time all but Mulford had paid and contin-

^{&#}x27;N.Y. Col. Rec., v, 480. This assertion must be inexcusably inaccurate, for it was unquestionably on the ground of his sturdy defense of their rights that the people of Eastmampton so steadily returned him to the assembly.

[†]N. Y. Col. Rec., v, p. 484. This admission of Hunter's of the smallness of the revenue is indisputable evidence of his incompetence, and of the truth of Mulford's assertion of the ultimate ruin of the whale-fishery under such restrictions.

N. Y. Col. Rec., v, p. 501.

^{\$1}bid.\$ It looks very much as though Mulford himself was propounding these inquiries, and their lordships' were mere mouth pieces.

N. Y. Col. Rec., v, p. 510.

ued to pay. The subject appears to have been finally referred to the attorney-general, and the governor says (1719), waiting his opinion, he has surceased all demands till it comes. The question must have been left in a state of considerable mistiness, however, for in 1720 Governor Burnett informs the lords,* in a letter which indicates a satisfied feeling of compromise between official dignity and the requirements of the trade, that he remits the five per centum on the whale-fishery, but asserts the King's rights by still requiring licenses, though in "so doing he neglects his own profit," "and this," he adds, "has a good effect on the country." Under his administration the act for the encouragement of the whale-fishery was renewed.

In 1706 some of the inhabitants of Eastham and parts adjacent (including, as one of the names seems to indicate, Nantucket) presented to the general court a petition, † setting forth that the parties " whose names are hereunto subscribed, being Inhabitants of Eastham and other places thereunto adjoining, In regard all or most of us are concerned in fitting out Boats to Catch & take Whales when ye season of ye year Serves: and whereas when wee have taken any whale or whales, our Custom is to cutt them up, and to take away ye fatt and ye Bone of such Whales as are brought in, And afterwards to let ye Rest of ye Boddy of ye Lean of whales Lye on shoar in lowe water to be washt away by ye sea, being of noe vallue nor worth any Thing to us;" therefore they petition for an act of the court to permit Thomas Houghton, of Boston, or his assigns, to take and carry away all this waste, and endeavor, for the space of ten years, to put it to some profitable use, all other persons in New England to be in the mean time "forbidden, discharged, and restrained to make any further use of it than is now usually made, with a penalty on such as presume to doe it during yt time without ye Consent and allowance of ye said Thom: Houghton or his Assignes." With an eye to future commercial prosperity, they allege the following reasons why the patent, if granted, will inure to their benefit: "first . . . It will cause more staves to be fetcht and brought in from other places as well as our own, and more Barrells made, and soe more Coopers will be sett at Work, with other hands to build houses for ye use of it. secondly. It will imploy our people to cutt it up, and to order it according to his direction, at such convenient houses and places as he appoints. Thirdly When tis ordered and prepared as hee or his Assignes would have it, it will implye our Sloopes to carry it to Boston, or to such places as hee or they direct, wich will be an advantage to us.

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^{*} N. Y. Col. Rec., v, p. 579. There is some discrepancy between the dates of Governor Burnett's concessions, and the triumphant reception of Mulford on his return from England, mentioned by Hedges. "In 1719, February 24," says Hedges, "a whaleboat being alone, the men struck a whale, and she, coming up under ye boat, in part staved it, and tho'ye men were not hurt with the whale, yet, before any help came to them, four men were tired and chilled, and fell off ye boat and oars to which they hung and were drowned, viz: Henry Parsons, William Schellenger, junior, Lewis Mulford, Jeremiah Conkling, junior.

[†] Mass. Col. MSS., Maritime, iv, pp. 72-3.

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cen the dates of Governor ford on his return from says Hedges, "a whale-up under ye boat, in part, before any help came to d oars to which they hung r, junior, Lewis Mulford,

Fourthly If any Improvement can be made of it for Exportation, it will not only be of great advantage to Boston, but to many of ye Inhabitants of New England." (This is signed by Simon, Nath¹¹ Coffin, John Jones.)

To this is appended a postscript, stipulating that said Houghton employ the inhabitants of the whaling-towns as much as possible for his work; that he shall give the public the benefit of his discovery, if made, at the end of the ten years; and that he shall pay each whale-man "one shilling in money acknowledgment for their several shares in the Lean of the whale fishes that they shall take for the space of ten years." The postcript is signed "Sam" Treat sen, David Mc. * * * * *, Jon's sparrow, Sam" Knowles, Sam" freeman jr, Richard * * * * *, Richard Godfree."

The council granted the patent with the somewhat novel proviso: "That within the space of Four years he shew forth to the Satisfaction of the Govern' Council & Assembly That his Projection will take effect, for the rayseing of Salt Petre to supply the province."

During the years 1724 and 1725, in the prosecution of the wars between the Indians and the colonists, some of the friendly Indians from Cape Cod were enlisted, with the express understanding that they were to be discharged in time to take part in the fall and winter whalefishery. Accordingly, in 1724 Lieutenaut-Governor Dummer, of the Massachusetts Bay, writes to Colonel Westbrook: "Upon Sight hereof you must forthwith dismiss Upt. Bournes Compy of Indians & send them hither in one of the Sloops, That so they may lose no Time for Following the Whale Fishery, weh is agreeable to my Promise made to them at Enlisting."* In a postscript he adds: "Let Capt Bourne come with them to see them safe return'd." And again, in 1725, the secretary writes: "His Hon' Having promised the Indians enlisted by Opt. Bourne (being all those of the County of Barnstable) to dismiss them in the Fall that so they attend their Whale Fishing; directs that you as soon as you have opportunity to send them up to Boston, in Order to their Return Home, & let none of them be detained on any Pretense whatsoever."

Under date of March 20, 1727, the Boston News-Letter says: "We hear from the Towns on the Cape that the Whale Fishery among them has failed much this Winter, as it has done for several Winters past, but having found out the way of going to Sea Upon that Business, and having had much Success in it, they are now fitting out several Vessels to sail with all Expedition upon that dangerous Design this Spring, more (its tho't) than have ever been sent out from among them."

The same paper, in its issue of February 12, 1730,‡ contains the fol-

^{*} Mass. Col. MSS., Letters, ii, 52.

[†] Mass. Col. MSS., Letters, ii, 297.

[‡]On the 13th of January, 1728, says the Kews-Letter of February 1, there was a very severe storm at Provincetown. Several vessels were driven ashore; three or four whale boats were also destroyed, one being carried by the force of the wind up a "pretty large steep hill," and thrown upon the roof of a house on top of the hill.

lowing extract from a letter from Chatham, dated "February 6, 1729–30." "There has been a remarkable Providence in the awful death of some of my neighbors; On the day commonly called New Year's Day, a whaleboat's Crew (which Consists of a Stersman, an Harpineer, and Four Oarmen) coming home from a Place called Hog's-Back, where they had been on a Whaling design, the Boat was overset, and all the Men lost, on a reaf of Sand that lies out against Billingsgate. When the Boat was found bottom upward, and the Stern post broken off, there were two Chests found in it, which were wedged so fast under the Thwards that the water had not washed them out; in which were found the Pocket books of two of the Men, by which it plainly appears what Boat it was; but none of the Bodies are, as yet found, that I can hear of; tho' they found an iron Pot which they had with them, upon the reaf, and discovered the Whaling Irons at the bottom of the Water, where it is about 8 feet deen.

"P. S.—Before I had done writing I had News that two of their Bodies were found."

In March, 1736, the inhabitants of Provincetown captured a large whale at sea, cut him up, and brought the blubber into that port. The estimated quantity of oil that this blubber would produce was 100 barrels. In the News-Letter of May 27 of the same year a statement is published to the effect that on the 11th of May a whaling-sloop, of which Solomon Kenwick was master, arrived at Chatham, and reported that while on the voyage, "about forty leagues to the eastward of George's Banks, they struck and wounded two Whales, which then lay upon the Water seemingly in a dying Posture: but one of them suddenly rush'd with great Violence over the midst of one of their Boats, and sunk both the Boat and Men into the Sea; one Man was thereby kill'd outright, and two others much wounded: Tis a wonder they were not all destroy'd. for the Whale continued striking and raging in a most furious Manner in the midst of them (now in the Water) for some Time, but the other Boat came and took them all up (except the Man that was kill'd, who sunk immediately) and carried them safe to the Sloop."

The season of 1737-8 must have been an unfortunate one at Provincetown, for up to January 5, 1738, the people of that town had only killed two small whales, and some of the inhabitants took into serious consideration a change of residence.† In July, 1738, Captain Anthony Haugh, master of a whaling-vessel, took "in the Straits" a large whale, and brought him to the vessel's side to cut in. In hoisting the blubber into the hold the runner of the block gave way, by which Benjamin Hamlin, of Eastham, was killed instantly.‡ In February, 1738, the Yarmouth

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[&]quot; Boston News-Letter, April 1, 1736.

[†]Boston News-Letter. According to the News-Letter of April 21, 1737, a dozen vessels were fitting that spring from Provincetown for the Davis's Straits whale-fishery, some of them of a hundred tone burden each. So many were going on these voyages continues the account, that not more than twelve or fourteen men would be left at hunce.

Boston News-Letter, August 31.

[‡] Ibid. T Saturday la Houses boil boiling hot § Whales was good w whale appe the banks a boats aboat take their

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April 21, 1737, a dozen vesvis's Straits whale-fishery, ere going on these voyages teen men would be left at whalemen had killed but one large whale during the season; the bone of that one was from 8 to 9 feet long.

Nor was the whaling-season of 1738-9 any more successful to the inhabitants of the cape. Up to the 15th of February, 1739—the whaling-season being then over—there had been taken at Provincetown but six small and one large whale, and at Sandwich two more small ones. This was the extent of the catch.* As a result of two successive poor seasons, many of the people of Provincetown were in straitened circumstances and much distressed. Those depending upon the early spring whaling "returned as they went, only more in debt." Many of them were without money or provisions.

Early in 1741 the French and Spanish privateers commenced their depredations upon the English commerce. Naturally our whaling-vessels came in for their proportion of loss. In May a Spanish privateer, under Don. Francisco Lewis, captured a whaling-vessel from Barnstable, commanded by Capt. Solomon Sturgis, "dismissed the captain and eight Hands, carried away the Sloop and four Hands, and put in John Davis, Mate of said Sloop." The seasons still continued unfavorable for the coast-whaling on the cape, but late in the summer and during the early fall of 1741 the inhabitants of that section were cheered by an unexpected success. Great numbers of porpoises and black fish came swarming into the bay, and the hardy fishermen lost no time in attacking them. By the close of October they had killed 150 porpoises and over 1,000 black fish, yielding them about 1,500 barrels of oil, for the most of which they found an immediate sale. "This unexpected Success so late in the Year, put new Life into Some who had spent all the former Season of the Year in Toil and Labour to little or no Purpose."

The presence of privateers on the coast appears to have entirely prevented the prosecution of the Davis Strait whaling, for no departures to or arrivals from that region are reported for several years. Whalemen were liable to be overhauled anywhere, but it is to be presumed that the risk became greater as the distance from port increased. Occasionally these privateers would swoop down through Nantucket and Vineyard Sounds

^{*} Ibid., February 15.

t Ibid., April 5.

^{† 1}bid. The issue of the News-Letter for July 23, 1741, says: "Truro, July 14. On Saturday last Mr. Nath Harding an elderly Man of this Place, being at one of the Fry Houses boiling of Oil, he was taken with a fainting Fit, and fell into a large Vessell of boiling bot Oyl, and was scalded in a most miserable Manner."

[§] Whales formerly, for many successive years, set in along shore by Cape Cod. There was good whaling in boats. Proper watchmen ashore, by signals, gave notice when a whale appeared. After some years they left this ground, and passed farther off upon the banks at some distance from the shore. The whales then used sloops with whaleboats aboard, and this fishery turned to good account. At present (1748) the whales take their course in deep water, where upon a peace our whalers design to follow them. * * * * * At present this business is by whaling sloops or schooners, with two whale-boats and 13 men."—(Felt, Salem, ii, 225-6.)

Boston News-Letter.

and bear off whatever came in their way that they were able to take care of. Such a raid was made in the middle of the summer of 1744. One Captain Roach, in a vessel from Cape Cod, arrived in Boston and reported that on the 24th of June, just before night, being in a sloop from Nantucket for Boston, with a cargo of 330 barrels of oil, the weather being calm and his vessel somewhat in advance of the others, another sloop came up showing but few men on deck and hoisting the English flag. Captain Roach, suspecting in spite of her appearance that she was an enemy, and being only about two miles from the shore, took out the most necessary things, and, putting them into his boat, escaped with his crew to the shore. As soon as the pursuer found the sloop was abandoned, he sent a boat of armed men to her, took possession of her. and carried her off. The same vessel, which proved to be a French privateer, took in September several coasting and merchant vessels and one Nantucket whaling vessel, and landed many of her prisoners on the island of Nantucket.*

The facts in regard to whaling at Salem and vicinity from 1700 to 1750 are very meager. Undoubtedly the business was carried on all through this section in the early part of 1700 in a small way. In 1700 John Higginson writes concerning the business there and at other portions of the coast: "We have a considerable quantitie of whale oil and bone for exportation."† Again, in 1706, he writes to a friend in Ipswich, as one concerned with others in boats engaged in whaling. Here, as elsewhere, there were drift-whales, and in 1722-'23 public; notices are given to claimants to prove in courts of admiralty their rights in two such cases.§ In August, 1723, a drift-whale is advertised in the Beston News-Letter as ashore at Marblehead, and the usual notice of court is appended.

Whether Boston was at this period a participant in this pursuit is difficult to determine. Various reasons tended to make that port the factor of the colony in that regard. Vessels from the whole colony cleared from there to go to the northward whaling, while those from Nantucket, the Vineyard, and the south shore of the cape pursued their southern voyages along the edge of the Gulf Stream to the Leeward and Cape de Verde Islands under clearances from Newport, R. I. In the absence of the custom-house records of Boston prior to 1776, || it is impossible to determine which of the numerous clearances and entries are whalemen, and equally impossible to determine to what port they belonged. Referring to the files of the colonial gazettes of this period,

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[†] Felt's Salem, ii, p. 225.

[;] Ibid.

[§] Ibid

^{||} The Boston papers of December 12, 1707, state that a whale 40 feet long entered that harbor and several whale-boats pursued and killed her near the back of Noddle's Island. The logical inference is that they had whaling craft and boats ready for instant use and mon skilled in handling them.

^{*} Whaleb 3s. 6d. in Pl † B. News ‡ Arnold' § Ibid., p.

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chale 40 feet long entered near the back of Noddle's aft and boats ready for inwe find in the News-Letter of September 3, 1722, an advertisement of a court of admiralty to be held to adjudicate on a drift-whale found floating near Brewster's, and towed ashore in August. It was much wasted and decayed, and in cutting it up a ball was found, indicating that it had been attacked by some party, and the advertisement notifies the public that "If any Persons can try any Claim to said Whale so as to make out a property," they should appear at the said court at Boston on the last Wednesday in the month.* On the 5th of December, 1723, "Mr. Peter Butler, of Boston," advertises for sale, "lately Imported from London, extraordinary good Whale Warps at 16d. a Pound, which are made of the finest Hemp, either by the Quoile or less Quantity." In 1730 Samuel Torrey, currier, on Water street, Boston, advertises "Good Blabber by the Barrell or Tun, full Bound."

In 1731 the Rhode Island assembly passed an act for the encouragement of the whale and cod fisheries, giving "a bounty of five shillings for every barrel of whale oil, one penny a pound for bone, and five shillings a quintal for codfish, caught by Rhode Island vessels and brought into this colony * * * to be paid from the interest accraing apon a new bank, or issue bills of credit to the amount of sixty thousand pounds."‡ The whale-fishery had, according to Arnold, \$long been carried on in a small way within that colony, and whales had frequented Narragansett Bay and often been taken with boats. This bounty gave something of a stimulus to the business, and these colonists too began to "whale out into the deep," and in 1733 the first regularly equipped whaleman of which Rhode Island has any record arrived in Newport from her voyage, having on board 114 barrels of oil and 200 pounds of bone. This sloop was the Pelican, of Newport, Benjamin Thurston, owner, and she received the bounty according to the law.

By the inhabitants of Martha's Vineyard, in 1702-3, there appear to have been several whales killed. The following entry occurs under that date in the court records: "The marks of the whales killed by John Butler and Thomas Lothrop. One whale lanced near or over the shoulder blade, near the left shoulder blade only; another killed with an iron forward in the left side, marked W; and upon the right side marked with a pocket-knife T. L.; and the other had an iron hole over

 $^{^{\}circ}$ Whalebone is quoted in the News-Letter of April 18, 1723, as bringing from 3s. to 3s. 6d. in Philadelphia.

B. News-Letter.

Arnold's Hist. of Rhode Island, ii, p. 103.

[§] Ibid., p. 110. In point of fact deep-sea whaling had been pursued from Rhode Island some years prior to the time mentioned by Arnold. The News-Letter for May 23, 1723, records the entry of a vessel, commanded by William Bennett, from whaling, which brought the largest sperm whale ever seen, up to that time, in those parts. It produced 18 barrels of head matter and from 40 to 50 barrels of oil, and one-third more head would have been saved had not the weather been stormy. "This spring," the account says, "our Vessels have brought in eight Whales into this port" (Newport).

^{||} Arnold's R. I., ii, p. 110.

the right shoulder-blade, with two lance holes in the same side, one in the belly. These whales were all killed about the middle of February last past; all great whales, betwixt six and seven and eight foot bone, which are all gone from us. A true account given by John Butler from us, and recorded Per me, Thomas Trapp, Clerk."*

It is quite probable that deep-sea whaling did not commence at the Vineyard until about the year 1738. In that year Joseph Chase, of Nantucket, removed there, taking with him his sloop, the Diamond, of about 40 tons burden. He purchased a house and about 20 acres of land on the shores of Edgartown Harbor, erected a wharf with a try-house near, and commenced the fishery with his vessel. He followed this pursuit two or three years, till finally his ill success caused him to about 20.

The year succeeding Chase's immigration James Claghorn purchased a small sloop of 40 tons, called the Leopard, and fitted her for the business. Two or three years' experience served to give him a distaste for it, and he sold out and retired from the contest with a loss of about \$500, a large sum for those days.

In 1742 John Harper, of Nantucket, removed to the Vineyard, carrying with him the sloop Humbird, of about 45 tons. For several years he too followed whaling, in his sloop and in other vessels; but the same ill success that attended Chase and Claghorn visited also the standard of Harper, and finding himself running behind-hand year after year, he too sold out his shipping and withdrew.

Undeterred by the misfortunes of the others, John Newman, with partners, in 1744 bought the sloop Susannah, of 55 tons, and they continued nearly one year. In the fall, the corn crop on the Vineyard proving insufficient, Samuel Finley was sent in command of her to the southward for a load of that grain, and on the return passage the vessel was cast away on the Carolina coast, and with her cargo totally lost.

D.-1750 TO 1784.

NANTUCKET; MARTHA'S VINEYARD; CAPE COD; BOSTON; LONG ISLAND; RHODE ISLAND; NEW BEDFORD; WILLIAMSBURGH, &C.

The period from 1750 to 1784 was the most eventful era to the whale-fishery that it has ever passed through. For a large proportion of the time the business was carried on under imminent risk of capture, first by the Spanish and French and after by the English. The colonial Davis Strait fishery seems to have been quite abandoned, and the vessels cruised mostly to the eastward of the Grand Banks, along the edge of the Gulf Stream and in the vicinity of the Bahamas. In 1748 the English Parliament had passed a second act to encourage this fishery. By it the premium on inspection of masts, yards, and bowsprits, tar,

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^{*}For all the early information concerning Martha's Vineyard I am indebted to Richard L. Pease, esq., of Edgartown.

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pitch, and turpentine, and on British-made sail-cloth were to continue, and the duties on foreign-made sail-cloth were remitted to vessels engaged in this pursuit. A bounty was also granted on all ships engaged in whaling during the then existing war; harpooners and others emplayed in the Greenland fishery were exempted from impressment. The commissioners of customs were, under the required certificate, to pay the second twenty shillings per ton bounty granted by Parliament over the first twenty previously granted. The ships which had sailed during the previous March or April were to be equal sharers in this bounty with those whose sailing had been delayed. All ships built or fitted out for this pursuit from the American colonies conforming to this act were to be licensed to whale, and in order to receive the bounties must remain in Davis Straits or vicinity from May (sailing about May 1) until the 20th of August, unless sooner full or oblight to return by accident. Foreign Protestants serving in this fishery for two years, and qualifying themselves for its prosecution, were to be treated as though they were natives. The cause of this concession to the colonies was a part of Lord Shirley's scheme to rid Acadia of the French. It was his desire that George II should cause them to be removed to some other English colony, and settle Nova Scotia with Protestants, and to this end invitations were sent throughout Europe to induce Protestants to remove thither. "The Moravian Brethren were attracted by the promise of exemption from oaths and military service. The good will of New England was encouraged by care for its fisheries; and American whalemen, stimulated by the promise of enjoying an equal bounty with the British, learned to follow their game among the icebergs of the Greenland seas." 4 "The New Englanders of this period," says Bancroft. If " were of homogeneous origin, nearly all tracing their descent to the English emigrants of the reigns of Charles the First and Charles the Second. They were a frugal and industrious race. Along the seaside, wherever there was a good harbor, fishermen, familiar with the ocean, gathered in hamlets; and each returning season saw them with an ever-increasing number of mariners and vessels, taking the cod and mackerel, and sometimes pursuing the whale into the icy labyrinths of the Northern seas; yet loving home, and dearly attached to their modest freeholds."

Of this period Hutchinson says: ¶"The increase of the consumption of oil by lamps as well as by divers manufactures in Europe has been no small encouragement to our whale-fishery. The flourishing state of the island of Nantucket must be attributed to it. The cod and whale

^{&#}x27; In 6th year of the reign of George II.

Mass. Col. MSS., Maritime, vi, p. 316.

The carrying out of this scheme and the destruction of the colony of Acadians justly receives execution.

Bancroft's Hist. U. S., v, p. 45.

Ibid., iv. p. 149.

Ilist. of Massachusetts, ii, p. 400.

fishery, being the principal source of our returns to Great Britain, are therefore worthy not only of provincial but national attention."

A continual succession of foreign wars, in which the hardy fishermen and farmers of New England were constantly called to the aid of England, coupled with a continual succession of intolerant measures adopted by the mother country toward the plantations, which, in common with the colonists at large, they felt impelled to resist, was gradually preparing America for the eventful struggle which was to end in its independence. By the experience of the wars they learned their strength, through the pressure of the tyrannical acts they learned their rights.

Pending the expedition for the reduction of Nova Scotia in 1755 an embargo was laid upon the "bank" fishermen, though the risk of capture was so great that it of itself must have quite effectively embargoed many of them.*

In 1757—the embargo being still continued upon the fishery in these waters-a petition was presented to the general court of Massachusetts from the people of Martha's Vineyard and Nantucket, representing that the memorialists "being Informed that your Honours think it not advisable to Permit the fishermen to Sail on their Voyages untill the time limited by the Embargo is Expired by Reason that their fishing banks where they Usually proceed on said Voyages lyes Eastward not far from Cape breton which may be a means of their falling into the hands of the french which may be of bad Consequence to the Common Cause. Your Memorialists would Humbly observe to Your Honours that that is not the Case with the whalemen their procedure on their Voyages is Westward of the Cape of Virginia and southward of that untill the month of June from which Your Memorialists are of the mind their is nothing like the Danger of their falling into the hands of the Cape breton Privateers as would be If they went Eastward. Your Memorialists would further Observe that the whalemen have almost double the Number of hands that the fishermen Carry which makes Their Charge almost Double to that of fishermen and ye first part of the Whale season is Always Esteemed the Principal time for their making their Voyages which If they lose the greatest part of the Peo ple will have nothing to Purchase the Necessaries of life withal they haveing no other way which must make them in miserable Situation.

"Your memorialists would therefore beg that y' Honours would take Our Miserable Situation under Consideration and grant our Whalemen liberty to Proceed on Our Voyages from this time If it be Consistent with your Great wisdom as in duty bound shall ever pray

"John Norton (for Martha's Vineyard)
"Abishai Folger† (for Nantucket)"

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^{*}A duty was laid upon the colonists in 1756 to support a frigate on the Banks to defend the fishery.

⁺ Mass. Col., MSS., Maritime, vi, p. 371. From this petition it would appear that, having an unfavorable season at the southward, the whalemen would stand for the

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Martha's Vineyard) (for Nantucket)"

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In compliance with the foregoing petition the Council passed this resolution (April 8, 1758): "Inasmuch as the Inhabitants of Nantucket most of whom are Quakers are by Law exempted from Impresses for military Service. And their Livelihood intirely depends on the Whale fishery—Advised that his Excelly give permission for all whaling Vessels belong to 8d Ild to pursue their Voyages, taking only the Inhto of sd Island in sd Vessells and that upon their taking any other persons whatsoever with them they be subject to all the Penalties of the law in like manner as if they had proceeded without Leave."*

In 1761 the fishery of the Gulf of Saint Lawrence and the Straits of Bellisle was opened to our whalemen, and they speedily availed themselves of its wealth. This was the legitimate result of the conquest of Canada and the cession of territory made by France to England at the conclusion of the war, a result which the colonists had labored hard and spent lives and treasure unstintedly to attain, but of the benefit of which they were destined to be defrauded. A duty was levied on all oil and bone carried to England from the colonies, and by another oppressive act of Parliament they were not allowed to find for this product any other market. The discrimination between the plantations and the mother country was made the more marked since at this time the residents of Great Britain were allowed a bounty from which the provincials were debarred. Against these injustices the merchants of New England, and those of London engaged in colonial trade, respectfully petitioned. They represented that "in the Year 1761 The Province of Massachusetts Bay, fitted out from Boston & other ports † Ten Vessels of from Seventy to Ninety Tons Burden for this Purpose. That the Success of these was such as to encourage the Sending out of fifty Vessels in the Year 1762 for the same trade. That in the Year 1763 more than Eighty Vessels were imploy'd in the same manner. That they

Banks, hoping to fill there. If, however, a vessel got home early from the north, they frequently went on another voyage to the south and westward in the same year.

Mass. Col. MSS., Maritime, vi, p. 371. Martha's Vineyard appears to be ignored in the order.

t As already explained, Boston was the port of entry for many of the Cape towns and its own immediate vicinity.

‡ According to the following doggerel there were seventy-five whaling captains sailing from Nantucket in 1763.

Whale-List, by Thomas Worth, M. 1763.

Whale List, by Thomas Worth, M. 1763.

Out of Nantucket their's Whalemen seventy-five, But two poor Worths among them doth survive: Their is two Ramsdills & their's Woodbury's two, Two Ways there is, chuse which one pleaseth you, Folgers thirteen, & Barnards there are four Bunkers their is three & Jenkinses no more, Gardiners their is stree and a poor Delano, Myricks thore is three & Codins there are two, Myricks thore is three & Codins there are two, Myricks thore is three & Codins there are two, Brown, Barter, two & Paddacks there is three, Wyer, Stanton, Starbuck, Moorse is four you see, But if for a Voyage I was to choose a Stanton, I would leave Sammy out & choose Ben Stratton. And not forget that Bocott is allee, And that long-crotch makes up the seventy-five. This is answerin; to the lat, you see.

Made up in seventeen hundred & sixty three.

have already imported to London upwards of 40 Ton of Whale Finn: being the produce of the two first years. That upon Entring of the above Finn, a Duty was required and paid upon it, of thirty one Pound ten shillings # Ton. That the weight of this Duty was render'd much heavier by the great reduction made in the price of Dutch Bone since the commencement of this Trade from £500 to £330 \$ Ton." They represent further that the reason for the conferring of bounties upon vessels in this pursuit from Great Britain was to rival the Dutch,* but in spite of this encouragement there was not enough oil and bone brought into England by British vessels to supply the demand. They also reasoned that Parliament could not intentionally discriminate between the various subjects of the Crown, granting to one a bounty and requiring of another a duty for the same service. They however ask for no bountythey are content that Great Britain should alone receive the benefit of that-but they simply desire that they should not be taxed with a duty on these imports.†

The knowledge that the English fishery, even with its bounty, was still unable to fully cope with the Dutch, or even to supply its own home demand, as well as the desire of Earl Grenville to forward certain projects in his American policy, notably the odious stamp-tax, caused some attention to be paid to petitions similar to the foregoing, fortified somewhat by the presence of a special agent from Massachusetts to sustain the position and urge the claims there made. To various sections various tenders were to be made. "The boon that was to mollify New England," says Bancroft,‡ "was concerted with Israel Maudit, acting for his brother, the agent of Massachusetts, and was nothing less than the whale-fishery. Great Britain had sought to compete with the Dutch

* The Dutch from 1759 to 1768 sent to the Greenland fishery 1,324 ships, which took 3,018 whales, producing 146,419 barrels of eil and 8,785,140 pounds of bone. (Scousby.) Great Britain in the same time sent about one-third the number of ships.

t Mass. Col. MSS., Maritime, vol. vii, p. 243. The concluding portion of this petition, including the signatures, is missing, a fact greatly to be regretted, as it would be extremely interesting to know who the prominent oil-merchants of that time were. The following is the statement of imports of oil and bone from the colonies into England and from Holland to the same country, which accompanied the petition:

Account of Finns & Oil from America to England & Duties from Christmas 1758 to Christmas 1763.

	Fins.							Whale-oil.											
Year.				Dut	y A		er-	Du	ty L	ond	on.				Duty ic		er-	Duty Londo	m.
1759 to 1759 . 1760 . 1761 . 1762 . 1763 .	T. 17 18 27 335 1,546	Cwt. 0 2 0 2 3	Lbs. 17 9 8 5 13		42 92 27	0 16 2 3 5	d. 0 6 6 10 3	2	10 27	9	d. 0 4 6 0 4	7. 3, 245 2, 595 3, 126 2, 483 5, 030	2 1 3 2 0	G. 28 14 31 39 12	£ 1, 898 1, 518 1, 829 1, 452 2, 942 9, 641	5 4 18 11	d. 8 1 5 9 7	2 8. 1. 436 3 1, 148 8 1, 383 12 1, 090 0 2, 225 15	5 10 4 11

[‡] Bancroft's United States, v, p. 184.

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from Christmas 1758 to

Whale-oil.

Duty ic		Duty Lo	nde	n.	
Æ	8.	d.	£	8.	d.
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1,518		1	1, 148	-8	
	4	5	1, 383	12	10
1, 452	18	9	1,090	0	4
2,942		7	2, 225	15	11
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in that branch of industry; had fostered it by bounties; had relaxed even the act of navigation, so as to invite even the Dutch to engage in it from British ports in British shipping. But it was all in vain. Grenville gave up the unsuccessful attempt, and sought a rival for Holland in British America, which had hitherto lain under the double discouragement of being excluded from the benefit of a bounty,* and of having the products of its whale-fishing taxed unequally. He now adopted the plan of gradually giving up the bounty to the British whale-fishery, which would be a saving of £30,000 a year to the treasury, and of relieving the American fishery from the inequality of the discriminating duty, except the old subsidy, which was scarcely 1 per cent. This is the most liberal act of Grenville's administration, of which the merit is not diminished by the fact that the American whale-fishery was superseding the English under every discouragement. It required liberality to accept this result as inevitable, and to favor it. It was done, too, with a distinct conviction that 'the American whale-fishery, freed from its burden, would soon totally overpower the British.' So this valuable branch of trade, which produced annually three thousand pounds, and which would give employment to many ship wrights and other artificers, and to three thousand seamen, was resigned to America."

With the people of Nantucket every foreign war meant a diminution of their whaling-fleet, for there is scarcely any risk that whalemen have not and will not run in pursuit of their prey. During the years 1755 and 1756, six of their vessels had been lost at sea and six more were taken by the French and burned, together with their cargoes, while the crews were carried away into captivity. In 1760 another vessel was captured by a French privateer of 12 guns and released after the commander of the privateer had put on board of her the crew of a sloop they had previously taken nearly full of oil and burned. The captain of the sloop, - Luce, had sailed with three others who were expected on the coast. The day after Luce was taken, the privateer engaged a Bermudian letter of marque and was beaten. During this engagement several whalemen in the vicinity made their escape. In the same month (June) another privateer of 14 guns took several whaling-vessels, one of which was ransomed for \$400, all the prisoners put on board of her, and she landed them at Newport.† In 1762 another Nantucket sloop was taken by a privateer from the French West Indies, under one Mons. Palanqua, while she was cruising in the vicinity of the Leeward Islands.

At Martha's Vineyard whaling did not seem to thrive so well as at the sister island of Nantucket. The very situation of Nantucket seemed favorable for the development of this and kindred pursuits; in fact, the situation made them necessities. While the Vineyard was quite fertile and of considerable extent, Nantucket was comparatively sterile and cir-

[&]quot;The bounty of 1748 had evidently been legislated out of existence.

[†]These vessels were from several whaling ports.

cumscribed. At the Vineyard a livelihood could be attained from tilling the earth, at Nantucket a large portion of that which sustained life must be wrested from the ocean. A constant struggle with nature, and a constant surmounting of those obstacles incident to their location and surroundings, developed within the Nantucketois a spirit of adventure which was carefully trained into channels of enterprise and usefulness. Hence, the early history of whaling on Martha's Vineyard was not that ultimate success that it was on Nantucket, and while the year 1775 found the latter with a fleet of 150 vessels with a burden of 15,000 tons, the former at the same period could count but 12 vessels and an aggregate of 720 tons.

In 1752 Mr. John Newman and Timothy Coffin built a vessel of 75 tons, but she was also destined to a brief existence. On her second voyage whaling she was captured near the Grand Banks by the French, and Captain Coffin, her commander, lost his life, his vessel, and his cargo. In the same year (1752) John Norton, esq., with others, purchased a vessel of 55 tons for the carrying on of this business, and, like her contemporary, she failed to survive her second voyage, but was cast away on the coast of Carolina, Capt. Christopher Beetle being at the time in command. Mr. Norton immediately chartered a vessel to get his own off, but on their arrival on Carolina, his vessel was gone with her sails, rigging, and appurtenances, and he out of pocket a further sum of \$500 to the wrecking party. Eight years later (1760), Esquire Norton, with others, built the sloop Polly, 65 tons burden. On her third whaling trip to the southward she too was lost, and by her destruction perished Nicholas Butler, her captain, and thirteen men-Repeated losses had reduced Norton to somewhat straitened circumstances, and, selling what property he had left, he removed to Connecticut, where he died.

It is impossible to separate in the accounts of whaling at this time the share which Boston took in it from that taken by other ports. The reports which may be found in the current papers rarely gave the name of the port to which entering or clearing vessels belonged. In fact the majority of the reports are merely records of accidents, and it is very rarely indeed that the amount of oil taken by returning whalers is given.

In 1762 a whaling-schooner commanded by ——— Bickford was totally lost on Seil (?) Islands. The crew, fourteen in number, were taken off by a fishing-vessel.*

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^{*}Boston News-Letter. It would afford an interesting study to trace the various fashions to their commencement and see if their return is marked by particular cras, or whether it is altogether spasmodic. What particularly called this to mind was reading in the News-Letter some lines addressed to a young lady's wardrobe, of which poem these four lines are appropriate here, and may serve as an illustration of the rest:

To grace the well shap'd Foot, in Turkey's Soil, Through Life's short Span laborious Silkworms' toil The Whale in Zembla's frozen Region found, That forms the swelling Hoop's capacious Round.

^{*} Sag H † Ricket the found

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ndy to trace the various arked by particular cras, called this to mind was ady's wardrobe, of which as an illustration of the Of the Long Island fishery the only record accessible is the meager one regarding Sag Harbor. Easthampton, Southampton, and their more immediate neighbors seem to have been supplanted by this younger town.* Probably prior to 1760 vessels had been fitted for whaling from this port; if so, their identification is impossible. In 1760, however, three sloops were fitted out by Joseph Conkling, John Foster, and others. They were named Goodluck, Dolphin, and Success, and their cruising ground was in the vicinity of 36° north latitude.

The reports regarding Rhode Island are equally meager. Occasional reports are to be found of the arrivals of whaling-vessels, but no report of where they cruised or what success they met with, and no records exist at the custom-house to help clear up the historical mist. Warren comes into notice at this period as quite a thriving whaling-port. The Boston News-Letter of October 23, 1766, says: "Several Vessels employed in the Whale Fishery, from the industrious Town of Warren in Rhode Island Colony, have lately returned, having met with considerable success. One Vessel, which went as far as the Western Islands, brought home upwards of 300 Barrels of Oil. Some Vessels from Newport have also been tolerably successful. This Business, which seems to be carried on with Spirit, hids fair to be of great Utility to that Government."

Williamsburgh, Va., felt the stimulus caused by success in this business; and in the early spring of 1751 several gentlemen subscribed a sum of money and fitted out a small sloop, called the "Experiment," for whaling along the southern coast. On the 9th of May, 1751, she returned with a valuable whale. The was the first vessel ever fitted for this pursuit from Virginia, and whether she continued for any length of time in the business is unknown. The encouragement of the first success undoubtedly caused another venture.

In the vicinity of New Bedford whaling probably commenced but little prior to 1760. In that year William Wood, of Dartmouth, sold to Ehnathan Eldredge, of the same town, a certain tract of land, located within the present town of Fairhaven, and within three-quarters of a mile of the center of the town, on the banks of the Acushnet River, "Always Excepting and reserving " " " " that part of the same where the Try house and Oyl shed now stands." How long these buildings had been standing at the date of this deed is unknown, but the fact of their being there then is indisputable, and, as it was not the habit in those days to put up useless buildings, they were undoubtedly applied to the purpose for which they were built. That they were considered valuable property is evident from the fact of their being reserved. In 1765, four sloops, the Nancy, Polly, Greyhound, and Hannah, owned by Joseph Russell, Caleb Russell, and William Tallman, and from 40 to 60 tons burden, were employed in the whale-fishery.† In Ricketson's

^{*} Sag Harbor was settled in 1730.

[†]Ricketson's History of New Bedford, p. 58. Mr. Ricketson says: "To Joseph Russell, the founder of New Bedford, is also attributed the honor of being the pioneer of the

"History of New Bedford" is published a portion of a log-book of the whaling-sloop Betsey, of Dartmouth, in 1761. The early portion is missing, the first date commencing July 27. These small vessels usually sailed in pairs, and, so long as they kept in company, the blubber of the captured whales was divided equally between them. Hence the reports, in which the captains' names are always given instead of the names of the vessels, which rarely occur, often return the vessels in pairs, with the same quantity of oil to each. The following are a few extracts from this journal as published: "August 2d, 1761. Lat. 45.54, long. 53.57, Saw two sperm-whales; killed one .- Aug. 6th. Spoke with John Clasbery; he had got 105 bbls.; told us Seth Folger had got 150 bbls. Spoke with two Nantucket men; they had got one whale between them; they told us that Jenkins & Dunham had got four whales between them, and Allen & Pease had got 2 whales between them. Lat. 42.57 .- Sunday, August 9th. Saw sperm-whales; struck two, and killed them between us, (naming their consort .- August 10th. Cut up our blubber into easks; filled 35 hhds.; our partner filled 33 hhds. Judged ourselves to be not far from the Banks. Finished stowing the hold.-August 20. Lat. 44 deg. 2 min. This morning spoke with Thomas Gibbs; had got 110 bbls; told us he had spoke with John Aikin, and Ephraim Delano, and Thomas Nye. They had got no oil at all. Sounded; got no bottom. Thomas Gibbs told us we were but two leagues off the Bank." The Betsey probably arrived home about the middle of September. In 1762 she apparently made another voyage, though the journal up to the 2d of September is missing. On that date they spoke "Shubel Bunker and Benjamin Paddock." On the 3d of September they "Knocked down try-works."* On the 15th they spoke Henry Folger and Nathan Coffin.

About this time a new element entered into antagonism with colonial whaling in the Gulf of St. Lawrence and vicinity. Scarcely had the colonists aided to wrest this fishery from the French, when the English governors, in their turn, strove to keep our vessels from enjoying its benefits. In the News-Letter of August 8, 1765, is the following statement: "Tuesday one of the sloops which has been on the Whaling Business returned here. We hear that the Vessels employed in the Whale whale-fishery of New Bedford. It is well authenticated by the statements of several

whale-fishery of New Bedford. It is well authenticated by the statements of several cotemporaries, lately deceased, that Joseph Russell had pursued the business as early as the year 1755." From what particular portion of the then town of Dartmouth (which also included what is now known as New Bedford, and Fairhaven) he fitted out his vessels, is uncertain. At that time the land on which stands the city of New Bedford was unpopulated by the whites, and not a single house marked the spot where, within less than a century thereafter, stands the city from which was fitted out more whaling-vessels than from all the other American ports combined.

* In other words, took them down. From this it is evident that some vessels were prepared for trying out their oil on board.

The News-Letter of July 26, 1764, states that one Jonathan Negers, of Dartmouths while whaling, was so injured by a whale's striking the boat that he died a few day, after.

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Negers, of Dartmouths t that he died a few day, Fishery from this and the neighbouring Maritime Towns,* amounting to near 100 Sail, have been very successful this Season in the Gulph of St. Lawrence and Streights of Belle isle; having, tis said, already made upwards of 9,000 Barrels of Oil." But this rosy-colored report was speedily followed by another of a more somber hue. In August 22 the same paper says: "Accounts received from several of our Whaling Vessels on the Labrador Coast, are, that they meet with Difficulties in regard to their fishing, in Consequence of Orders from the Commanding Officers on that Station, a Copy of which are as follows:

"MEMORANDUM: In Pursuance of the Governor's Directions, all masters of Whaling Vessels, and others whom it may concern, are hereby most strictly required to observe the following Particulars, viz:

"1 To earry the useless Parts of such Whales as they may catch to at least Three Leagues from the Shore, to prevent the Damage that the neighbouring Fishers for Cod and Seal sustain by their being left on the Shore.

"2 Not to carry any Passengers from Newfoundland or the Labradore Coast to any Part of the Plantations.

"3 To leave the Coast by the first of November at farthest.

"4 Not to fish in any of the Ports or Coasts of Newfoundland lying between Point Richi and Cape Bonavista.

"5 Not to carry on any Trade or have any Intercourse with the French on any Pretence.

"6 In all your Dealings with the Indians, to treat them with the greatest Civility: observing not to Impose on their Ignorance, or to take Advantage of their Necessities. You are also on no Account to serve them with spirituous Liquors.

"7 Not to fish for any other than Whale on this Coast.

"Dated on board His Majesty's sloop Zephyr, at the Isle of Bois, on the Labradore Coast, the 21st July, 1765.

"JOHN HAMILTON."

The issue of November 18 reports that on account of this proclamation the vessels "are returning half loaded." It was the custom with many early whalemen, especially from the immediate vicinity of Boston, to go prepared for either cod or whale fishing, and in the event of the failure of the one to have recourse to the other. All restrictions which are sustained by an armed force are liable to be made especially obnoxious by the manner of the enforcement, and this was by no means a contrary case. It was not at all surprising then that the ensuing season's fishing was only a repetition of the failure of that of 1765. "Since our last," says the News-Letter, "several Vessels are returned from the Whaling Business, who have not only had very bad Success, but also have been ill-treated by some of the Cruisers on the Labradore Coast."

^{*}It is impossible to apportion the vessels among their proper ports. The vessels from Cape Cod and the northward cleared at Boston; those from the Vineyard, at Nantucket; those at Dartmouth, sometimes at Nantucket and sometimes at Newport.

Two ships had been fitted out from London, the Pallisser and the Labradore, for the express purpose of trading, fishing, and whaling on the coast of Labrador and in the Straits of Belle-isle. Capt. Charles Penn. who came out in them as pilot, left the Straits on the 9th of July on his way to Newfoundland. On his passage he went on board quite a number of whaling-vessels, and reported that they had met with very poor success, had got only about twenty whales in the entire fleet. In consequence of this failure some of them had, according to the time-honored practice, gone to fishing for cod, but had been interrupted by an armed vessel and by the "company's ships" (the Pallisser and Labradore), and their catch all taken away from them save what their actual necessities required. This was done under the pretence that the whole coast was patented to "the company," and by virtue of orders issued by Hugh Pallisser, "governor of Newfoundland, Anticosti, Magdalenes, and Labradore." Pallisser's proclamation, which bore date of April 3d, 1766, specified that all British subjects whaling in that vicinity should choose places on shore where they should land, cut up their blubber, and make oil as they arrived, but not to select any place which was used in the cod-fishery. Whalemen from the plantations might take whales on those coasts, but were only permitted to land on some unoccupied place within the Gulf of St. Lawrence to cut up and try out their blubber; and it was particularly specified that they were not to make use of any place which was used by the British fishermen for the same or a similar purpose. Complaint having been made of the provincial whalemen in regard to their waste interfering with the cod-fishery, they were enjoined that they must carry the carcasses of the whales at least three leagues from the shore. No fishermen from the plantations were to be allowed to winter on Labrador. And then Capt. John Hamilton, "of H. M. sloop of war Merlin, Lieut. Gov. of Labradore," &c., issued his proclamation: "This is to give Notice to all Whalers from the Plantations, that they are allowed to fish for Whales only, on the Coast of Labradore, that if they are found to have any other Fish on Board, the Fish will be seized, and they excluded the Benefit of Whale-fishery this season: and on no Pretence to trade with the Indians; whatever they shall purchase will be confiscated, and after this Notice their Vessels liable to be seized," &c., &c. Capt. Hamilton's decree bore the date of June 25,

The result of these arbitrary measures was that the whalemen left those seas and went off the banks. The close of the season witnessed the return of the whaling fleet with but indifferent success.* Naturally those interested (and this included the wealthiest merchants and the most skill aggrieved instice, er the benef had made clined an; alone who too, whos joined the the repor ministry had alrea tion of th plementa By His in and all the

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[&]quot;The Boston News-Letter mentions the arrival of Capt. Peter Wells at that portfrom whaling August 18, 1766. Under date of October 2, the News-Letter says: "Since our last a Number of Vessels have arrived from Whaling. They have not been successful generally. One of them viz: Capt. Clark on Thursday Morning last discovering a Spermaceti Whale near George's Banks, mann'd his Boat, and gave Chase to her,

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most skillful mechanics as well as the most indefatigable mariners) felt aggrieved. It seemed scarcely in consonance with the colonial ideas of justice, crude as those notions appeared to the English nobility, that the beneficial results of a conquest which they almost single-handed had made, and for defraying the expense, of which England had declined any remuneration, should be diverted to the sole benefit of those alone who were residents of the British Isles. Merchants in London, too, whose heaviest and most profitable trade was with the provinces, joined their voices in denouncing this wrong. During the early winter the report came that Palliser's regulations were suspended until the ministry and Parliament had time to consider the subject. The matter had already, late in the last whaling season, been brought to the attention of the governor of Newfoundland, and he issued the following supplementary edict, which appeared in the Boston papers of January, 1767: "By His Excellency Hugh Palliser, Governor and Commander in Chief in and over the Island of Newfoundland, the Coast of Labradore and all the Territories dependent thereupon:

"Whereas a great many Vessels from His Majesty's Plantations employed in the Whale-Fishery resort to that Part of the Gulph of St. Lawrence and the Coast of Labradore which is within this Government: and as I have been informed that some Apprehensions have arisen amongst them that by the Regulations made by me relating to the different Fisheries in those Parts, they are wholly precluded from that Coast:

"Notice is hereby given, That the King's Officers stationed in those Parts have always had my Orders to protect, assist and encourage by every Means in their Power, all Vessels from the Plantations employed in the Whale-Fishery, coming within this Government; and, pursuant to his Majesty's Orders to me, all Vessels from the Plantations will be admitted to that Coast on the same Footing as they have ever been admitted in Newfoundland; the ancient Practices and Customs established in Newfoundland respecting the Cod Fishery, under the Act of Parliament passed in the 10 and 11th Years of William IIId commonly called The Fishing Act, always to be observed."

"And by my Regulations for the Encouragement of the Whale Fishers, they are also under certain necessary Restrictions therein pre-

& she coming up with her jaws against the Bow of the Boat struck it with such Violence that it threw a Son of the Captain; (who was forward ready with his Lance) a considerable Height from the Boat, and when he fell the Whale turned with her devouring Jaws opened, and caught him. Ho was heard to scream, when she closed her Jaws, and part of his Body was seen out of her Mouth, when she turned, and went off."

*Duties on oil imported in British ships were remitted, the commander and onethird of each crew being British. Duties were also remitted on fat, furs and tusks of seal, hear, walrus or other marine animal taken in the Greenland Seas. By other acts the imported materials to be used in outfitting were made non-dutiable and bounties were established, amounting in the final aggregate to 40s. per ton.

scribed, permitted to land and cut up their Whales in Labradore; this is a Liberty that has never been allowed them in Newfoundland, because of the Danger of prejudicing the Cod-Fishery carried on by our adventurers' Ships, and by Boat-Keepers from Britain, lawfully qualified with Fishing-Certificates according to the aforementioned Act, who are fitted out at a very great Risque and Expence in complying with said Act, therefore they must not be liable to have their Voyages overthrown, or rendered precarious by any Means, or by any other Vessels whatever. And

"Whereas great Numbers of the Whaling Crews arriving from the Plantations on the Coast of Labradore early in the Spring considering it as a lawless Country are guilty of all Sorts of Outrages before the Arrival of the King's Ships, plundering whoever they find on the Coast too weak to resist them, obstructing our Ship Adventurers from Britain by sundry Ways, banking amongst their Boats along the Coast, which ruins the Coast-Fishery, and is contrary to the most ancient and most strictly observed Rule of the Fishery, and must not be suffered on any Account; also by destroying their Fishing-Works on Shore, stealing their Boats, Tackle and Utensils, firing the Woods all along the Coast, and hunting for and plundering, taking away or murdering the poor Indian Natives of the Country; by these Violences, Barbarities, and other notorious Crimes and Enormities, that Coast is in the utmost Confusion, and with Respect to the Indians is kept in a State of War.

"For preventing these Practices in future Notice is hereby given, That the King's Officers stationed in those Parts, are authorized and strictly directed, to apprehend all such Offenders within this Government, and to bring them to me to be tried for the same at the General Assizes at this Place: And for the better Government of that Country, for regulating the Fisheries, and for protecting His Majesty's Subjects from Insults from the Indians, I have His Majesty's Commands to erect Block Houses, and establish Guards along that Coast.

"This Notification is to be put in the Harbours in Labradore, within my Government, and through the Favour of His Excellency Governour Bernard, Copies thereof will be put up in the Ports within the Province of Massachusetts, where the Whalers mostly belong, for their Information before the next Fishing Season.

"Given under my Hand at St. John's in Newfoundland, this First Day of August, 1766.

"HUGH PALLISER.

"By Order of His Excellency, "JNº. HORSNAILL."

There can be scarcely a doubt but that the indiscretions of the whalemen were much magnified (if indeed they really existed) in this pronunciamento of Governor Palliser, for the sake of bolstering up the former one. The whalemen of those days were far from being the set of graceless scamps which he represents them to be. Probably there was here and there a renegade. It would be quite impossible to find in Self-prese the acts o visit the e on their a coast and tonly desi coast whe nial gove source of Palliser's liament w from the

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so large a number of men that all were strict observers of the laws. Self-preservation, if no more humane motive existed, militated against the acts of which he complained. The whalemen were accustomed to visit the coast for supplies, in many cases several times a year; usually on their arrival in those parts they stood in for some portion of the coast and "wooded;" and it is hardly credible that they should wantonly destroy the stores they so much needed, or make enemies on a coast where they might at any time be compelled to land. The colopial governors quite often made the resources under their control a source of revenue for themselves, and the fact of the modification of Palliser's first proclamation only under pressure of the King and Parliament would seem to indicate personal interest in keeping whalemen from the colonies away from the territory under his control.

It is quite evident that even with this modification the colonial fishermen did not feel that confidence in the St. Lawrence and Belle Isle fishery that they felt when it was first opened to them; for a report from Charleston, S. C., dated June 19, 1767, states that on "the 22d ult. put in here, a sloop belonging to Rhode Island, from a Whaling Voyage in the Southern latitudes, having proved successful about 10 days before. The master informs us, that near 50 New England ressels have been on the whale fishery in the same latitudes, this season, by way of experiment."* Over the open sea fortune seeking governors could exercise no control, and there our seamen probably felt they could pursue their game without let or hinderance. Whales at that time abounded along the edge of the Gulf Stream, and there they continued to be found for some years, shifting their ground gradually as their flerce captors encroached more and more upon them to the vicinity of the Western and Leeward Islands, the Cape de Verdes, the Brazil Banks, and beyond. Some few whalemen, in spite of the restrictions, still visited the newly-opened fishing-ground.

The general results of the various voyages were on the whole good, and other places began to feel the stimulus of a desire to compete. Providence took part, and early in 1768 several vessels were fitted out from that port for this pursuit. New York, too, entered the lists, and Mr. Robert Murray and the Messrs. Franklin fitted a sloop for the same purpose, and she sailed on the 19th of April of that year. The town of Newport manifested great activity.

It was currently reported in the colonies, during the early part of 1767, that the irksome restrictions upon whaling were to be entirely removed; petitions to that effect had been presented to the home government, and a favorable result was hoped for, and early in 1768 the straits of Davis and Belle Isle were again vexed by the keels of our

Boston News-Letter.

[†]There seems to be no accessible report of this vessel's return, and hence the degree of success or failure of her voyage is a matter of doubt. The people of Nantucket were reported to have made £70,000 in 1767.

fishermen, as many as fifty or sixty anchoring in Canso harbor in April of that year, a few of them bound for the former locality, but the majority of them cruising in the vicinity of the Gulf of St. Lawrence and Newfoundland.* Two whaling-sloops from Nantucket, one commanded by ——— Coleman, and the other by ——— Coffin, were lost this season in the straits of Belle Isle, and the crews were saved by Captain Hamilton, of the Merlin sloop of war, who also aided them in saving the sails, rigging, and stores from the wrecks. The fishery in those parts was quite unsuccessful, many vessels, up to the last of August, having taken little or no oil.†

In 1768 there sailed from Nantucket eighty sail of vessels of an average burden of 75 tons, and probably fully as many more from other ports—Cape Cod, Dartmonth, Boston, Providence, Newport, Warren, Falmouth, (Cape Cod.) and perhaps other ports being represented, and the voyages being undertaken to Davis Straits, Straits of Belle Isle, Grand Banks, Gulf of St. Lawrence, and Western Islands. Early in the season the Western Island fleet appears to have done little, but by the middle of September they had obtained an average of about 165 barrels. The northern fleet probably did nearly as well, as numerous instances occur of vessels spoken late in the summer and in the early fall with from 100 to 150 and even as high as 200 barrels. Assuming, then, that 140 vessels returned; with an average produce of 150 barrels (which

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To amount To sundry a &c., (no c mate, and

The share of Mate, $\frac{1}{27}$... Second mate 2 ends men 5 ends men Cooper, $\frac{1}{60}$.

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^{*} From a log-book kept by Isaiah Eldredge, of the sloop Tryall, of Dartmouth, which sailed April 25, 1768, for the straits of Belle Isle. She cleared from Nantucket, as Dartmouth was not then a port of entry. On Friday, April 29, she was at anchor in Canso Harbou with 50 or 60 other whalemen. Saturday, May 7, left Crow Harbor and at night anchored in Man-of-War Cove, Canso Gut, "with about 60 sail of wailmen." The vessels were continually beset with ice, and on the 23d of May they cleared their decks of snow, which was "almost over shoes deep." They killed their first whale on the 22d of July. The larger number of vessels were spoken in pairs, which was the usual manner of cruisin g. The sloop returned to Dartmouth on the 5th of November. This log runs to 1775, and commences again in 1785, ending in 1797, with occasional breaks where leaves are cut out.

In October, 1707, a whaling-sloop, belonging to Nantucket, strived at the bar of that port, on board of which were four Indians, who had had some dispute at sea and agreed to settle it on their return. As the vessel lay at suchor the officers and crew—except three white men and these Indians—went ashore. The whites being asleep in the cabin, the Indians went on deck, divided into two parties, and, arming themselves with whaling-lances, commenced the affray. The two on one side were killed immediately, the other two were unburt. The white men, hearing the affray, rushed upon deck, and, seeing what was done, secured the murderers. In November of the same year some Newburyport fishermen were astounded at perceiving their vessel hurried through the water at an alarming rate without the aid of sails. Upon investigating the cause, it was found that the anchor was fast to a whale (or vice versa), and the cable was out, relieving them of their unsolicited propelling power.—(Boston News-Letter.)

[†] Of the 80 vessels sailing from Nantucket but 70 returned, the other 10 being either captured by the Freuch or lost at sea. The same ratio is assumed for the remainder of the fleet. In 1769 a Marblehead brig, the Pitt Packet, Capt. Thos. Power, was boarded by the Rose man-of-war, for the sake of impressing men. Four of the crew, arming themselves with harpoons, retreated to the fore-peak, resolved to resist to the

nuso harbor in April per locality, but the fulf of St. Lawrence Nantucket, one com—— Coffin, were lost prews were saved by also aided them in pecks. The fishery in s, up to the last of

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, the other 10 being either assumed for the remainder Capt. Thos. Power, was men. Four of the crew, r, resolved to resist to the was the actual average import at Nantucket)* and we have as the result of the season's fishing 21,000 barrels, worth, at £18 per ton, the ruling price, £47,200, or about \$236,000.

"Between the years 1770 and 1775," says Macy, t " the whaling business increased to an extent hitherto unparalleled. In 1770 there were a little more than one hundred vessels engaged; and in 1775 the number exceeded one hundred and fifty, some of them large brigs. The employment of so great and such an increasing capital may lead our readers to suppose that a corresponding profit was realized, but a carefal examination of the circumstances under which the business was carried on will show the fallacy of such a conclusion. Many branches of labor were conducted by those who were immediately interested in the voyages. The young men, with few exceptions, were brought up to some trade necessary to the business. The rope-maker, the cooper, the blacksmith, the carpenter-in fine, the workmen were either the ship-owners or of their household; so were often the officers and men who pavigated the vessels and killed the whales. While a ship was at sea. the owners at home were busily employed in the manufactory of casks, iron-work, cordage, blocks, and other articles for the succeeding voyage. Thus the profits of the labor were enjoyed by those interested in the fishery, and voyages were rendered advantageous even when the oil ob-

extent of their lives. In the melée the boarding lieutenant was killed. But three of the men, none of whom, says the News-Letter, were Americans, allowed themselves to become intoxicated, and all were captured.

"Macy's Nantucket, p. 233.

†1bid., p. 68. In the spring of 1770 three whalemen fitted out from Middletown, Conn. They returned in October of the same year, having met with very poor success.

The almost universal method of scitling the voyages of American whalemen was by "lays," each officer and man being snipped to receive a certain proportion of the carnings as his pay. In this way each one was directly interested in the general result. For instance, in settling the voyage of the ship Lion, of Nantucket, in 1807, the account as stated in the Coll. of the Mass. Hist. Soc., ii ser., iii vol., p. 19, is thus:

count as stated in the Com of the Minst Mi	der boer, it berry the very pr 20, in the
Dr.	CR.
To amount of charge	By 37,358 gallons body oil \$19,766 14 By 16,868 gallons head matter. 17,849 73 By 150½ gallons black oil 45 15
mate, and boy)	37,661 02
The share of the captain, $\frac{1}{18}$ \$2,072 13	Boy, 120 \$310 82
Mate, ½7 1, 381 41	5 blacks, 30 each 2, 331 14
Second mate, 17 1, 008 06	1 black, 10 on 400 barrels 108 36
2 ends men, 48 each 1,554 10	1 black, 1 414 42
5 ends men, $\frac{1}{75}$ each	1 black, 1 438 80
Cooper, 1/60 621 64	1 black, 1/90 on all but 400 bar- rels

Remainder, (coming to owners,) \$24, 252.74.

Of the interest which those of Nantucket at home had in the success of the ship, Davis says, and with much of truth: "The cooper, while employed in making the casks, took care

tained was barely sufficient to pay the outfits, estimating the labor as a part thereof. This mode of conducting the business was universal, and has continued to a very considerable extent to the present day.* Experience taught the people how to take advantage of the different markets for their oil. Their spermaceti oil was mostly sent to England in its unseparated state, the head matter being generally mixed with the body oil, for, in the early part of whaling it would bring no more when separated than when mixed. The whale-oil, which is the kind procured from the species called "right-whales," was shipped to Boston that they were of sound and seasoned wood, lest they might leak his oil in the long voyage; the black-mith forged his choicest iron in the shank of the harpoon, which he knew, perhaps from actual experience, would be put to the severest test in wrenching and twisting, as the whale, in which he had a one hundredth interest, was secured: the rope-maker faithfully tested each yarn of the tow-line, to make certain that it would carry 200 pounds' strain, for he knew that one weak inch in his work might lose to him his share in a fighting monster."-(Nimrod of the Sea, pp. 48, 49.) * 1835.

† The difference between "head" and "body" matter of the sperm whale can be best understood by reference to the following description of cutting in and diagram conied from Scammon's "Marine Mammalia;" "The first procedure after the animal is fastened to the ship, is to cut a hole through the blubber, between the eye and fin, at A, as seen in the accompanying outline sketch, then, after cutting the scarfs on each side and around the end of the first blanket-piece, a blubber-hook, attached to one of the cutting-tackles, is inserted into the hole at A, and the piece raised by means of the tackle until the whale is rolled on its side; then the line of separation between the upper jaw and junk is cut, as from L to C, and if a large whale, the line of separation is cut between the junk and case, as from B to E, and a cut is made across the root of the case from E to F: a scarf is also made around the root of the lower jaw, from near the corner of the month to G. A chain-strap is then put on the jaw near H and hooked or shackled to the second cutting-tackle, and raised by that purchase, while the other tackle attached to the piece is slackened off, if need be, so as to let the whale roll upon its back; when, by means of the tackle attached, and by cutting away the tongue and the adhering flesh, the jaw is wrenched from its socket and placed on deck. This being accomplished, the first tackle, which is attached to the piece, is hove up by means of the windlass, until the whale is rolled over to its opposite side, when the lines of separation are cut to correspond to those made opposite. Holes are then mortised through the head close to the upper jaw-bone, near I, at the end of the junk, near J. and at the root of the case, near K, and through these holes straps are rove, and lines are made fast to those of the junk and case. The second cutting-tackle is then hooked in the strap which is around the upper jaw at I; the fluke-chain is slackened off, and the first tackle fastened to the piece is lowered, when all hands heave on the headtackle, forcing the whale down again, and thus bringing the creature's head up, and the body nearly to a vertical position. The officers upon the cutting-stage with their keen spades cut away betw en the bones and junk from L to C, and the enormous weight of the whole fatty mass of the head hanging down opens the gash between it and the skull-bone; then, cutting cross the end of the junk and root of the case, from E to F, completes the process of cutting off the head, which is temporarily made fast to the ship's quarter. The fluke chain is then hauled in again, and the blubber is rolled from the body in the same manner as that of a baleen-whale, until coming to the region of the small, when it is unjointed just behind the vent, and the remaining posterior portion of the animal is hoisted on board in one mass. The head, as it is termed, is then hauled up to the gangway, and one of the tackles is hooked into the junk-strap at J, and by means of this cutting-tackle purchase, the head is taken in whole, if the

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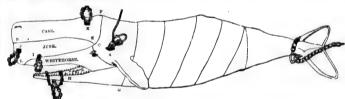
leak his oil in the long of the harpoon, which he everest test in wrenching th interest, was secured; to make certain that it ch in his work might lose , pp. 48, 49.)

e sperm whale can be best ng in and diagram copied fter the animal is fastened e eye and fin, at A, as seen e scarfs on each side and ttached to one of the cutsed by means of the tackle on between the upper jaw ne of separation is cut beacross the root of the case er jaw, from near the coraw near H and hooked or ourchase, while the other to let the whale roll upon ting away the tongue and nd placed on deck. This the piece, is hove up by posite side, when the lines

Holes are then mortised he end of the junk, near J. s straps are rove, and lines ting-tackle is then hooked chain is slackened off, and hands heave on the headhe creature's head up, and e cutting-stage with their L to C, and the enormous opens the gash between it and root of the case, from h is temporarily made fast n, and the blubber is rolled until coming to the region d the remaining posterior he head, as it is termed, is oked into the junk-strap at is taken in whole, if the or elsewhere in the colonies, and there sold for country consumption, or sent to the West Indies."*

The seas continued to be infested with French and Spanish privateers and pirates,† and whalemen, especially those frequenting the ocean in the vicinity of the Western Islands, were, from the very nature of their employment, constantly liable to depredations from these corsairs, whether legalized or lawless. In March, 1771, the sloop Neptune, Captain Nixon, arrived in Newport from the mole, bringing with him portions of the crews of three Dartmouth whalemen, who had been taken on the south side of Hispaniola by a Spanish guarda coasta. These vessels were commanded by Captain Silas Butler, William Roberts, and Richard Welding. Another whaling vessel belonging to Martha's Vineyard, commanded by Ephraim Pease, was also taken at about the same time, but released in order to put on board of her the remaining prisoners. At this time Pease had taken 200 barrels of oil, and the Dart-

whale is under forty barrels; but if over that size, it is raised sufficiently out of the water to cut the junk from the case, when it is hoisted on deck. The case is then secured by one or both tackles, hove up to the plank-sheer, and an opening is made at its root, of a suitable size to admit the case-bucket, when the oil is bailed out, or the whole case is hove in on deck before being opened; which finishes the cutting-in of a sperm-whale." The "head" or case oil is, when bailed out, as clear and limpid as water, but after a short time thickens and hardens into a mass as purely white as the newly-fallen snow. The body oil is of a coarser nature. For all practical purposes, the general principles of "cutting-in" the sperm-whale will apply to the same process in regard to the right or bone whale; and for a thorough description of these cetaceans, the imple ments used in their capture, and the saving of the oil, the work quoted above will be found an excellent authority.



*Bancroft says (Hist. U. S., v, p. 265), in 1765 the colonists were not allowed to export the chief products of their industry, such as sugar, tobacco, cotton, wool, indigo, giuger, dyeing-woods, whalebone, &c., to any place but Great Britain—not even to Ireland. Save in the matter of salt, wines, victuals, horses, and servants, Great Britain was not only the sole market for the products of America, but the only store-house for its supplies.

This stringency must, however, have been somewhat relaxed as regards oil, for the Boston News-Letter of September 8, 1768, gives the report from London, dated July 13, that the whale and cod fisheries of New England "this season promised to turn out extremely advantageous, many ships fully laden having already been sent to the Mediterranean markets." The success of the Americans seems to have again aroused the jealousy of their English brethren, for in this same year an effort was made in Parliament to revive the bounty to English whalemen, with the intent to weaken the American fishery.

†The word "pirate" seems to have been in these days of a somewhat ambiguous signification, and was quite as likely to mean a privateer as a corsair.

mouth vessels, which were carried into St. Domingo, 100 barrels. These captures were made on the 11th of February.*

But it did not always happen that whalemen fell so easy a prey to predatory vessels. A little strategy sometimes availed them when a forcible resistance would have been out of the question, and it may be easily believed that men to whom danger and hairbreadth escapes were part of their every-day life would scarcely submit supinely when there was any chance in their favor. A notable instance of this kind occurred in April, 1771. Two Nantucket whaling-sloops, commanded respectively by Isaiah Chadwick and Obed Bunker, were lying at anchor in the harbor of Abaco, when a ship appeared off the mouth of the harbor with her signals set for assistance. With that readiness to aid distressed shipmates which has ever been a distinguishing trait of American whalemen, one of the captains with a boat's crew made up of men from each sloop hastened to render such help as was in their power. The vessel's side reached, the captain immediately boarded her to find what was desired, and much to his surprise had a pistol presented to his head by the officer in command with a peremptory demand that he should pilot the ship into the harbor. He assured the commander that he was a stranger there, but that there was a man in his boat who was acquainted with the port. The man was called and persuaded in the same manner in which the captain had been. The argument used to demonstrate the prudence of his compliance with the request being so entirely unanswerable the man performed the service, anchoring the ship where a point of land lay between her and the sloops. This being done the boat was dismissed and the men returned to their vessels. The Nantucket captains now held a consultation as to what course should be pursued. Those who had been on board the ship noticed that the men seemed to be all armed. They also observed, walking alone in the cabin, a man. The conclusion arrived at was that the ship was in the hands of pirates and that the man in the cabin was the former captain, and measures were immediately inaugurated to secure the vessel and crew. To this end an invitation was extended to the usurping captain, his officers and passengers to dine on board one of the sloops. The courtesy was accepted, and the pirate captain and his boatswain, with the displaced captain as representative of the passengers, repaired on board the sloop. After a short time he became uneasy and proposed to return to his own vessel, but he was seized by the whalemen and bound fast and his intentions frustrated. The actual captain now explained the situation, which was, that the ship sailed from Bristol (R. I.?) to the coast of Africa, from thence carried a cargo of slaves to the West Indies, and was on her return home with a cargo of sugar when the mutiny occurred, it being the intention of the mutineers to become pirates, a business at that time quite thrifty and promising. Our fishermen now told the boatswain that if he would go on board the ship and bring the former mate, wh endeavor prudently hours' sa associate a certain

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^{*} The men who came home with Captain Nixon were Oliver Price, Pardon Slocum, and Philip Harkins.—(Boston News-Letter.)

^{*} Boston † Works prominent

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mate, who was in irons, and aid in recapturing the vessel, they would endeavor to have him cleared from the penalties of the law, and they prudently intimated to him that there was a man-of-war within two hours' sail from which they could obtain force enough to overpower his associates. As a further act of prudence they told him they would set a certain signal when they had secured help from the ship of war.

The boatswain not returning according to the agreement made, one sloop weighed anchor and stood toward the pirate-ship as though to pass on one side of her. As she approached the mutineers shifted their guns over to the side which it seemed apparent she would pass and trained them so as to sink her as she sailed by. But those who pavigated the sloop were fully alive to these purposes, and as she neared the ship her course was suddenly changed and she swept by on the other side and was out of range of the guns before the buccaneers could recover from their surprise and reshift and retrain their cannon. On the sloop stood upon her course till they were out of sight of the ship, then tacking, the signal agreed with the boatswain was set and she was steered boldly for the corsair. As she hove in sight, the pirates, recognizing the sign, and believing an armed force from the man-of-war was on board the whaling-vessel, fled precipitately to the shore, where they were speedily apprehended on their character being known. The whalemen immediately boarded their prize, released the mate, and carried the ship to New Providence, where a bounty of \$2,500 was allowed them for the capture and where the chief of the mutineers was hanged.*

About this time Dr. Benjamin Franklin, being in London, was questioned by the merchants there respecting the difference in time between the voyages of the merchantmen to Rhode Island and the English packets to New York. The variation, which was something like fourteen days, was a source of much annoyance to the English merchants, and believing the place of destination might have something to do with it, they seriously contemplated withdrawing the packets from New York and dispatching them to Rhode Island. In this dilemma they consulted Dr. Franklin. A Nantucket captain named Folger, who was a relative of the doctor's, being then in London, Franklin sought his opinion. Captain Folger told him that the merchantmen were commanded by men from Rhode Island who were acquainted with the Gulf Stream and the effect of its currents, and in the passage to America made use of this knowledge. Of this the English captains were ignorant, not from lack of repeated warnings, for they had been often told that they were stemming a current which was running at the rate of three miles an hour, and that if the wind was light the stream would set them back faster than the breeze would send them ahead, but they were too wise to be advised by simple American fishermen, and so persevered in their own course at a loss of from two to three weeks on every trip. By

^{*} Boston News-Letter.

[†]Works of Franklin, iii, p. 353. Probably Capt. Timothy Folger, a man who was prominent for many years in the history of Nantucket.

Franklin's request Captain Folger made a sketch of the stream, with directions how to use or avoid its currents, and this sketch made over a century ago is substantially the same as is found on charts of the present day. "The Nantucket whalemen," says Franklin," "being extremely well acquainted with the Gulph Stream, its course, strength, and extent by their constant practice of whaling on the edges of it, from their island quite down to the Bahamas, this draft of that stream was obtained of one of them, Captain Folger, and caused to be engraved on the old chart in London for the benefit of navigators by B. Franklin."

Notwithstanding this information so kindly volunteered to them, and notwithstanding the fact that the Falmouth captains were furnished with the new charts, they still persisted in sailing their old course. There is a point where perseverance degree rates into something more ignoble; it would seem as though at this date these self-sufficient captains had about attained that point.

In 1772 two whaling sloops from Nantucket, with 150 barrels of oil e.ch, were captured by a Spanish brig and sloop off Matanzas † In December of the same year, the brig Leviathan, Lathrop, sailed from Rhode Island for the Brazil Banks on a whaling voyage. On the 25th of January they lowered for whales, and in the chase the mate's boat (Brotherton Daggett) lost sight of the brig, but the crew was picked up at sea and brought home by another vessel.

In 1773 quite a fleet of American whalers were on the coast of Africa; no less than 14 being reported as coming from that ground, and probably there were as many more of whom no report was made. One brig from Boston, while off the coast of Sierra Leone, sent a boat ashore with six men to procure water. The boat was seized and the crew all massacred by the natives. In the spring of the following year a sloop owned by Gideon Almy of Tiverton, and another belonging to Boston,

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^{*}Works of Franklin, iii, p. 364. In a note Franklin says: "The Nantucket captains, who are acquainted with this stream, make their voyages from England to Boston in as short a time generally as others take in going from Boston to England, viz, from twenty to thirty days." Quite a num! er of Boston packets to and from England were at this time and for many years after commanded by Nantucket men.

[†] In May, 1870, according to the Boston News-Letter, no less than 19 vessels cleared from Rhode Island, whaling. The Post-Boy for October 14, 1771, is responsible for the following: "We learn from Edgartown, that a vessel lately arrived there from a whaling voyage, and in her voyage, one Marshall Jenkins, with others, being in a boat which struck a whale, she turned and bit the boat in two, took Jenkins in her mouth, and went down with him; but on her rising threw him into one part of the boat, whence he was taken on board the vessel by the crew; being much bruised—and in a fortnight after, he perfectly recovered. This account we have from undoubted authority."

[‡] According to Macy, (p. 54,) the following are the dates of the occupation of various fishing-grounds by Nantucket whalemen in addition to the Davis Strait fishery: Island of Disco, 1751; Gulf of Saint Lawrence, 1761; coast of Guinea, 1763; Western Islands, 1765; east of Banks of Newfoundland, 1765; coast of Brazil, 1774. According to a local tradition, the first Nantucket whaleman who "crossed the line," arrived home from his voyage on the day of the battle of Concord and Lexington. This was the brig Amazon, Uriah Bunker, commander.

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f the occupation of various the Davis Strait fishery: of Guinea, 1763; Western of Brazil, 1774. According crossed the line," arrived and Lexington. This was were seized, while watering at Hispaniola, by a French frigate, carried into Port-au-Prince and there condemned.*

In 1774 a report came by the way of Fayal that a small American whaling brig was lying in the harbor of Rio Janeiro with only her captain and three men on board. It appears that, putting in there for refreshments,† in the summer of 1773, a portion of her crew were, "by fair or foul means," induced to ship on a Portuguese snow‡ for a three months' whaling voyage. The snow was provided with harpoons and other whaling craft, made after the English models, and was cruising for sperm whales, a business altogether new to the Portuguese, who had been, hitherto, ignorant of any but the right whale, and had never ventured even in the pursuit of them out of sight of land. The brig still lay there in October, 1773, waiting the return of her men.§

In 1774 the whale-fishery in the colonies must have been in the full tide of success. There were probably fitted out annually at this time no less than 360 vessels of various kinds, with an aggregate burden of nearly 33,000 tons, and employing directly about 4,700 men, and indirectly an immersely greater number. Despite the depredations of French and Spanish privateers the fishery continued to flourish. The annual production from 1771 to 1775 was probably at least 45,000 barrels of spermaceti oil, and 8,500 barrels of right whale oil, and of bone no. rly or quite 75,000 pounds. || In the various seaport towns from

†Some vessels never dropped anchor in a port from the day they sailed until their return; but scurvy was very apt to manifest itself where a crew was so long deprived of fresh provisions.

; "A snow is a vessel equipped with two masts resembling the main and foremast of a ship, and a third small mast, shaft the mainmast, carrying a trysail. These vessels were much used in the merchant service at the time of the Revolution." (Lossing's Field Book, ii, p. 846, note.)

§ Boston News-Letter.

|| State of the whale-fishery in Massachusetts, 1771 to 1775.

Ports.		ually for thern fish-	ann	els fitted ually for thern fish-	n employ- ed.	rm-oil taken annually.	soil taken	
	No.	Tonnage.	No.	Tonnage.	Seame	Sperm-oil annua	Whale-oil annua	
Nantucket Wellflee* Dartmonth Lynn Martha's Vineyard Barnstable Boston Falmouth, (Cape Cod) Swanzey	65 20 60 1 13 2 15 4 4	4, 875 1, 600 4, 500 75 720 150 1, 300 300 300	85 10 20 1	10, 200 1, 000 2, 000 120 700	2, 035 420 1, 040 28 156 26 260 52 52	Barrels, 26, 000 ½, 950 7, 200 200 900 900 400 400 400 39, 390	Barrels. 4, 000 1, 250 1, 400 100 300 600	

These statistics are from Jefferson's report, and were gathered for him by governor of Massachusetts.

[&]quot;Boston News-Letter.

which this pursuit was carried on, in Nantucket, Wellfleet, Dartmouth, Lynn, Martha's Vineyard, Barnstable, Boston, Falmouth, and Swanzey, in Massachusetts, in Newport, Providence, Warren, and Tiverton, in Rhode Island, in New London, Connecticut, Sag Harbor on Long Island, the merry din of the "yo heave ho" of the sailors was heard; the ring of the blacksmith's hammer and anvil made cheery music; the coopers, with their hammers and drivers, kept time to the tramp of their feet as round and round the casks they marched, tightening more and more the bands that bound together the vessels which should hold the precious oil; and the creaking of the blocks as the vessels unloaded their freight. or the riggers fitted them anew for fresh conquests, and the rattle of the hurrying teams as they carried off the product of the last voyage or brought the necessaries for the future one, lent their portion of animation to the scene. Everywhere was hurry and bustle; everywhere all were employed; none that thirsted for employment went away unsatisfied. If a vessel made a bad voyage, the owners, by no means dispirited, again fitted her out, trusting in the next one to retrieve the loss; if she made a profitable one, the proceeds were treasured up to offset a possible failure in some future cruise. On all sides were thrift and happiness,

But a change was near. "A cloud, at first no bigger than a man's hand," was beginning to overshadow the whole heaven of their commercial prosperity. The colonies, driven to desperation by the heartless cruelty of the mother country, prepared to stay further aggression, and resent at the mouth of the cannon and the point of the bayonet the insults and injuries that for a decade of years had been heaped upon them; and the English ministry, against the earnest entreaty of British merchants on both sides of the Atlantic, prepared also to enforce its desires by a resort to arms.*

The first industry to feel the shock of the approaching storm was the fisheries. Massachusetts, the center of this pursuit, was to the English ministers the very focus of the insurrectionary talk and action, and "the first step," says Bancroft, "toward inspiring terror was, to declare

According to Pitkin, among the exports of the colonies, including Newfoundland, Bahamas, and Bermudas, were, for the year 1770:

	Great Britain.	Ireland.	South of Europe.	West Indies.	Africa.	Total.
Sperm candles pounds Whale-oil tons Whalebone pounds	4, 865 5, 202 112, 971	450 123	14, 167 175	351, 625 268	7, 905	379, 012 5, 667 112, 971

Value sterling: Sperm candles, £23,688 4s. 6d.; whale-oil, £83,012 15s. 9d.; bone, £19.121 7s. 6d.

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^{*}The colonial trade had become to many English merchants and manufacturers a matter of great importance, and the loss of it would be a serious misfortune. One of the industries which would feel the deprivation most strongly was the manufacture of cordage, of which the Americans were by far the chiefest purchasers in the English market.

^{*} Banc † Eng. ‡ Banc § Ibid.

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nts and manufacturers a rious misfortune. One of y was the manufacture of urchasers in the English Massachusetts in a state of rebellion, and to pledge the Parliament and the whole force of Great Britain to its reduction; the next, by prohibiting the American fisheries, to starve New England; the next, to excite a servile insurrection."

Accordingly on the 10th of February, 1775, the ministry introduced into Parliament a bill restricting the trade and commerce of Massachusetts Bay, New Hampshire, Connecticut, and Rhode Island to Great Britain, Ireland, and the British West Indies, and prohibiting the colonies from earrying on any fishery on the Banks of Newfoundland or any other part of the North American coast.† "The best shipbuilders in the world were at Boston, and their yards had been closed; the New England fishermen were now to be restrained from a toil in which they excelled the world. Thus the joint right to the fisheries was made a part of the great American struggle." ‡ To this bill there was a small but active and determined opposition, both in the House of Lords and House of Commons. It was urged on the part of the ministry that the fisheries were the property of England, and it was with the English government to do as they pleased with them. To this opinion the minority strenuously demurred. "God and nature, "said Johnston," have given that fishery to New England and not to Old." § It was also argued by the friends of America that if the American fishery was destroyed the occupation must inevitably fall into the hands of the natural rivals of Great Britain. Despite the efforts of the little band the bill was received by a vote of 261 to 85, and passed through its various stages. As each phase was reached the act was fought determinedly but uselessly and hopelessly. The merchants and traders of London petitioned against it, and the American merchants secured the services of David Barclay to conduct the examination of those who were called to testify by the friends and opponents of the bill. | "It was said, that the cruelty of the bill exceeded the examples of hostile rigour with avowed enemies; that

^{*} Bancroft's United States, vii, p. 222, February, 1775.

[†]Eng. Annual Reg., 1775, p. 78.

Bancroft's United States, vii, p. 239.

[♦] Ibid.

Among the evidence given was much tending to show the importance of the colonial trade. It appeared that in 1764 New England employed in the fisheries 45,830 tons of shipping and 6,002 men, the product amounting to £322,220 16s. 3d. sterling in foreign markets; that all the materials used in the building and equipping of vessels, excepting salt and lumber, were drawn from England, and the net proceeds were also remitted to that country; that neither the whale nor cod fishery could be carried on so successfully from Newfoundland or Great Britain as from North America, for the natural advantages of America could neither be counteracted nor supplied; that, if the fishery was transferred to Nova Scotia or Quebeo, government would have to furnish the capital, for they had neither vessels nor men, and these must come from New England; that it must take time to make the change, and the trade would inevitably be lost; and that American fishermen had such an aversion to the military government of Halifax, and "so invincible an aversion to the loose habits and manners of the people, that nothing could induce them to remove thither, even supposing them reduced to the necessity of emigration."—(Eng. Annual Reg.)

in all the violence of our most dangerous wars it was an established rule in the marine service, to spare the coast-fishing craft of our declared enemies; always considering that we waged war with nations, and not with private individuals."*

It was claimed that by the provisions of the bill much hardship must fall upon many people who were already at sea, and who from the very nature of their occupations must be innocent. "The case of the inhabitants of Nantucket was particularly hard. This extraordinary people, amounting to between five and six thousand in number, nine-tenths of whom are Quakers, inhabit a barren island, fifteen miles long by three broad, the products of which were scarcely capable of maintaining twenty families. From the only harbour which this sterile island contains, without natural products of any sort, the inhabitants, by an astonishing industry, keep an 140 vessels in constant employment. Of these, eight were employed in the importation of provisions for the island, and the rest in the whale-fishery." A petition was also presented from the English Quakers in behalf of their brethren at Nantucket, in which they stated the innocence of the inhabitants of that island, "their industry, the utility of their labours both to themselves and the community, the great hazards that attended their occupation, and the uncertainty of their gains; and shewed that if the bill passed into a law, they must in a little time be exposed to all the dreadful miseries of famine. The singular state and circumstances of these people, occasioned some attention to be paid to them. A gentleman on the side of the administration said, that on a principle of humanity he would move, that a clause should be added to the bill, to prevent the operation from extending to any whale-ships, which sailed before the 1st of March, and were at that time the property of the people of Nantucket."†

"The bill," says a reviewer of the time, "was attacked on every ground of policy and government; and with the greatest strength of language and height of colouring. The minority made amends for the smallness of their numbers by their zeal and activity. * * * * Evil principles," they contended "were prolific; the Boston Port Bill begot this New England Bill; this will beget a Virginia Bill; and that again will become the progenitor of others, until, one by one, parliament has ruined all its colonies, and rooted up all its commerce; until the statute-book becomes nothing but a black and bloody roll of proscriptions; a frightful code of rigour and tyranny a monstrous digest of acts of penalty and incapacity and general attainder; and that wherever it is opened it will present a title for destroying some trade or ruining some province."‡

It was during the debate upon this bill that Burke made that eloquent defense of the colonies which has rung in the ears of every boy born

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^{*} Eug. Annual Reg., 1775, p. 80.

[†] Eng. Annual Reg., 1775, p. 85.

[‡] Ibid., p. 85.

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or bred in a seaport town since the day it was attered. "For some time past, Mr. Speaker," said Burke, " has the Old World been fed from the New. The scarcity which you have felt would have been a desolating famine, if this child of your old age,-if America,-with a true filial piety, with a Roman charity, had not put the full breast of its youthful exuberance to the mouth of its exhausted parent. Turning from the agricultural resources of the Colonies, consider the wealth which they have drawn from the sea by their fisheries. The spirit in which that enterprising employment has been exercised ought to raise your esteem and admiration. Pray, Sir, what in the world is equal to it? Pass by the other parts, and look at the manner in which the People of New England have of late carried on the whale fishery. Whilst we follow them among the tumbling mountains of ice, and behold them penetrating into the deepest frozen recesses of Hudson's Bay and Davis' Straits, whilst we are looking for them beneath the Arctic Circle, we hear that they have pierced into the opposite region of Polar cold, that they are at the antipodés, and engaged under the frozen serpent of the South. Falkland Island, which seemed too remote and romantic an object for the grasp of national ambition, is but a stage and resting-place in the progress of their victorious industry.* Nor is the equinoctial heat more discouraging to them than the accumulated winter of both the Poles. We know that whilst some of them draw the line and strike the harpoon on the coast of Africa, others run the longitude, and pursue their gigantic game, along the coast of Brazil. No sea but what is vexed by their fisheries. No climate that is not a witness to their toils. Neither the perseverance of Holland, nor the activity of France, nor the dexter ous and firm sagacity of English enterprise, ever carried this most perilous mode of hardy industry to the extent to which it has been pushed by this recent People; a People who are still, as it were, but in the gristle, and not yet hardened into the bone, of manhood. When I contemplate these things,-when I know that the Colonies in general owe little or nothing to any care of ours, and that they are not squeezed into this happy form by the constraints of a watchful and suspicious Government, but that, through a wise and salutary neglect, a generous nature has been suffered to take her own way to perfection,—when I reflect upon these effects, when I see how profitable they have been to us, I feel all the pride of power sink, and all presumption in the wisdom of human contrivances melt, and die away within me. My rigor relents. I pardon something to the spirit of liberty."

But eloquence, logic, arguments, facts availed nothing. The bill became a law. In the upper house of Parliament, where a minority fought

At this time the Falkland Islands were the subject of considerable acrimony between the English, Spanish, and Brazilian governments. According to Freeman (Hist. Cape Cod, ii, p. 539, note), the people of Truro were the first of our American whalemen to go to the Falklands. In 1774 Captains David Smith and Gamaliel Collins, at the suggestion of Admiral Montague, of the British navy, made voyages there on that pursuit, in which they were very successful.

the bill as determinedly as the minor part of the Commons, fifteen lords entered a protest against it. The island of Nantucket was, for the reasons enumerated, relieved semewhat from its extremest features, a fact which did not escape the surveillance of the provincial authorities, who in their turn restricted the expertation of provisions from any portion of the colonies, save the Massachusetts Bay, to that island, and the Provincial Congress of Massachusetts further prohibited any exportation from that colony, save under certain regulations.* But, like the mother country, the colonies yielded to the behests of humanity and relaxed their stringency in regard to this island.

At an early day after the formal opening of the issue of battle be tween England and the plantations, the general court of Massachusetts passed a resolve, directing "that from and after the fifteenth Day of August instant, no Ship or Vessell should sail out of any port in this Colony, on any whaling Voyage whatever, without leave first had and obtained from the Great and General Court of this Colony, or from some Committee or committees or persons they shall appoint to grant such leave;" and on the 24th of August, the day for adjournment of the court being near at hand, it was further resolved, in view of possible damage liable to accrue to parties for want of these permits, "that the Major part of the Council for this Colony be, and they accordingly are, hereby fully impowered to grant leave for any Vessell or Vessells to sail out of any port in this Colony, on any whaling Voyage whatever, as to them shall seem fit & reasonable for the Benefit of Individuals, and the Good of the Public, provided there be good & sufficient security given that the Oil & Bone, &c., obtaited on said Voyage shall be brought into some Port in this Colony, except the port of Boston, & such Permits do not interfere with any Resolve or Recommendations of the Continental Congress:-The power herein given to continue only in the recess of the general court."†

The bells that called the hardy yeomanry of New England to the defense of their imperiled liberties on the ever-memorable morning of the 19th of April rung the death knell of the whale-fishery, save that carried on from Nantucket; the rattle of musketry was the funeral volley over its grave. ‡ Save from this solitary island, it was doomed to

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^{*} Mass. Col. MSS., Provincial Congress, i, p. 300,

[†] Mass. Col. MSS. Rev. Council Papers, series i, vol ii, p. 17.

[‡] The shipping of Nantucket rendered important ante-revolutionary aid to the colonists in the importation of powder, a service that was continued at intervals during the war. The Earl of Dartmonth, in a letter to Lieutenant-Governor Colden, dated 7th September, 1774, says: "My Information says that the Polly, Capta Benjamin Broadhelp, bound from Amsterdam to Nantucket, has among other Articles received on board, no less a quantity than three Hundred thousand pounds weight of Gunpowder, & I have great reason to believe that considerable quantities of that commodity, as well asother Military Stores, are introduced into the Colonies from Holland, through the Channel of St. Eustatia." (N. Y. Col. Rec., viii, p. 487.) St. Eustatia was captured by the English during the colonial war, the chief grounds of the capture being the alleged supply to the revolting colonies of contraband goods.

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annihilation. A few vessels were fitted out early in the war from other ports, but the risk was so great and the necessity so small that the business was soon abandoned. With Nantucket it was simply a case of desperation; the business must be carried on, or the island must be depopulated; starvation or removal were the only alternatives of inaction. The receipt of the news of the battle at Lexington and Concord, glorious as it was to the colonies at large, and glorious as it may have been to the islanders whose religious principles were not rigidly opposed to war in any form and under any circumstances, was to the majority of the inhabitants the announcement of ruined fortunes, annihilated commerce, misery, privation, and suffering. Without the immediate circle of colonial assistance, knowing that they were cut off from aid in case they were attacked, open to and defenseless at all sides from the predatory raids of avowed enemies and treacherous, pretended friends, the only course left open to them to adopt was to be as void of offense as possible and strive to live through the desperate struggle just about to commence. Some of the people removed to New York and eventually established the whale-fishery there. Some removed to North Carolina and there formed a community remarkable for thrift and hospitality; but the vast majority preferred to link their fortunes with those of their island home, and with her sink or swim. Vessels from abroad turned their prows toward home and speeded on their way, hoping to attain their port before English armed vessels could intercept them; those already arrived were most of them stripped of their sails and rigging and moored to the crowded wharves or run high and dry ashore.

The petitions of parties for permission to fit out their vessels for whaling were almost invariably complied with by the general court, bonds being given in about £2,000 that the cargo should be landed at some port in the colony, excepting Boston or Nantucket.*

In 1776 the Continental Congress endeavored to induce France to en-

^{*}The following is the form of the bond:

[&]quot;Know all men by these presents that Nathaniel Macy & Richd Mitchell Jr both of Sherburn in the County of Nantucket, are holden & stand firmly bound unto Henry Gardner Esq of Stowe in the County of Middlesex Treasurer of the Colony of the Massachusetts Bay or his Successors in sd office in the Lawful & Just sum of Two thousand pounds to the which payment well & truly to be made we bind ourselves our Heirs Exec' or Administrators, firmly by these presents sealed wth our seal Dated this fourteenth day of September Anno Dom: 1775.

[&]quot;The Condition of this obligation is such that whereas the above-said Nathaniel Maey is about to Adventure to sea on a whale Voyage the schooner Dighton Silas Paddack Master—if then the s^d Silas Paddack or any other person who may have the Command of s^d schooner Dighton, during s^d Voyage shall well & truly bring or Cause to be brought into some port or harbour of this Colony except the port of Boston or Nantucket all the oil & whale Bone that shall be taken by s^d schooner Dighton in the Course of s^d Voyage & produce a Certificate under the hands of the Selectmen of s^d Town Adjoining to such port or harbour that he there Landed ye same then the

gage in war against England, but in the proposed negotiations the fisheries on the banks of Newfoundland and the various gulfs and bays of North America were to be understood as not open to a question of division. Spain, too, was applied to. "The Colonies," says Bancroft, "were willing to assure to Spain freedom from molestation in its territories; they renounced in favor of France all eventual conquests in the West Indies; but they claimed the sole right of acquiring British Continental America and all adjacent islands, including the Bermudas, Cape Breton, and Newfoundland. It was America and not France which first applied the maxim of monopoly to the fisheries. The King of France might retain his exclusive rights on the banks of New Foundland, as recognized by England in the treaty of 1763, but his subjects were not to fish 'in the havens, bays, creeks, roads, coasts, or places,' which the United States were to win."*

In the mean time how was England affected by her American policy? The colonial fishery being abolished, it became essential that something should be done to replace it, "and particularly to guard against the rainous consequences of the foreign markets, either changing the course of consumption or falling into the hands of strangers, and those perhaps inimical to this country. The consumption of fish-oil as a substitute for tallow was now become so extensive as to render that also an object of great national concern; the city of London alone expending about £300,000 annually in that commodity."† The evidence taken on behalf of the ministry in support of their restraining-bill, tending to show that there already existed sufficient capital in ships, men, and money for the immediate and safe transfer of the whale fishery to England, while well enough for partisan purposes, was not considered so reliable by the parties bringing it forward, and the government was not at all desirous or willing to risk a matter of such extreme importance upon the tes.imony there given.

Measures were accordingly taken to give encouragement to this pursuit to the fishermen and capitalists of Great Britain and Ireland. ‡ The committee having the subject in charge were of the opinion that a bounty should extend to the fisheries to the southward of Greenland

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(Mass. Col. MSS. Misc., iii, p. 64.)

The colonial papers of March 28, 1776, mention that the English frigate Renown, on her passage to America, took ten sail of American whalemen, which were sent to England to avoid the danger of recapture.

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Bancroft's U. S., ix, p. 132.

[†] Eng. Annual Reg. 1775, p. 113.

^{\$} Speech of the Earl of Harcout to the Irish Parliament, October 10, 1775.

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English frigate Renown, on n, which were sent to Eng-

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and Davis Straits, and at the same time that the duties on oil, blubber, and bone, imported from Newfoundland, should be taken off. It was found that the restraining bill worked serious damage to the people of Newfoundland, and also to the fisheries from the British islands to that coost, as, in order to prevent absolute famine there, it was necessary that several ships should return light from that vicinity in order to carry cargoes of provisions from Ireland to the sufferers there.*

The English fishery, even under the encouragement given, did not, however, answer the expectations or hopes of its friends. It was not so easily transferred as had been imagined. A few more vessels sailed from Great Britain, employing, of course, a few more men, but the extra supply was a mere trifle in comparison to the deficiency that the restraining bill had caused.

The colonies, in turn, passed a bill cutting off supplies to the English fleet from the plantations, † a course entirely unforeseen by the sage adherents of the British bill. As a natural consequence, the fishery, which promised so well on paper, and upon which the majority in Parliament had founded so many hopes, failed to yield them the solace for the evil done to America that they so fondly anticipated. Many ships, instead of bearing to England supplies, only returned there for provisions to relieve the distress they found on the coast, both on the sea and the land. Indeed, it was estimated that the colonial restraining act caused a loss to England in the fishery in these parts alone of fully half a million of pounds sterling. ! To add to the calamities caused by man, the very elements seemed combined against them, for a terrible storm arose, and the center of its fury was the shores and banks of Newfoundland. "This awful wreck of nature," says a chronicler of the time, was as singular in its circumstances as fatal in its effects. The sea is said to have risen 30 feet almost instantaneously. Above seven hundred boats, with their people, perished, and several ships, with their crews. Nor was the mischief much less on the land, the waves overpassing all mounds, and sweeping everything before them. The shores presented a shocking spectacle for some time after, and the fishing-nets were hauled up loaded with human bodies." § These misfortunes the opposers of the bill attributed to the vengeance of an indignant Providence.

But Parliament went further than this, and added to the atrocity of this measure another none the less barbarous. It was decreed that all those prisoners who should be taken on board of American vessels should be compelled, without distinction of rank, to serve as common

^{*} Annual Reg., 1776, p. 131.

The "Restraining" bill.

Eng. Annual Reg., 1776, p. 49.

[§] English Annual Reg., 1776, p. 43. There was also much distress at the Barbadoes. It was thought at one time to draw supplies for beleaguered Boston from these islands, but cut off as they were from supplies from the colonies, with 80,000 blacks and 20,000 whites to feed, the project was deemed in the highest degree dangerous.

sailors on British ships of war. This proposed measure was received with great indignation by those gentlemen in Parliament whom partisan asperity had not blinded to every feeling of justice to or compassion for the colonies. The clause in the bill which contained this provision was "marked by every possible stigma," and was described by the Lords, in their protest, as "a refinement in tyranny" which, "in a sentence worse than death, obliges the unhappy men who shall be made captives in this predatory war to bear arms against their families, kindred, friends, and country; and after being plundered themselves, to become accomplices in plundering their brethren." * And, by the articles of war, these very men were liable to be shot for desertion.

By the action of this measure large numbers of Nantucket whaling captains with their crews and a few from other ports were captured by the English, and given their choice either to enter the service of the King in a man-of-war or sail from an English port in the same pursuit to which they had become accustomed.† In September (13th,) 1779, John Adams, writing from Braintreet to the council of Massachusetts, says: "May it please your Honours: § While I resided at Paris I had an opportunity of procuring from London exact Information concerning the British Whale Fishery on the Coast of Brazil, which I beg Leave to communicate to your Honours, that if any advantage can be made of it the opportunity may not be lost.

"The English, the last year and the year before, carried on, this Fishery to very great advantage, off of the River Plate, in South America in the Latitude Thirty five south and from thence to Forty, just on the edge of soundings, off and on, about the Longitude sixty five, from London. They had seventeen vessells in this Fishery, which all sailed from Loudon, in the Months of September and October. All the officers and Men are Americans.

"The Names of the Captains are, Aaron Sheffield of Newport, -Goldsmith | and Richard Holmes from Long Island, John Chadwick, Francis May, Reuben May, ** John Meader, Jonathan Meader, Elisha

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^{*} Annual Reg., 1776, p. 118.

[†] To his captors Capt. Nathan Coffin, of Nantucket, nobly said, "Hang me, if you will to the vard-arm of your ship, but do not ask me to be a traitor to my country."-(Baucroft, ix, p. 313.)

[‡] Adams, vii, p. 63. This is almost identical with the letter in Mass. Col. MSS.

Resolves, vi, p. 216. § In 1778 the commissioners (Franklin and Adams) in France wrote to the President of Congress in nearly the same words, urging the destruction of the English whale fishery on the coast of Brazil and the release of the Americans there, who were practically prisoners of war, compelled to aid in supporting the enemy. In the letter of the commissioners, dated Passy, -----, 1778, Messrs. Franklin and Adams write that three whalemen have been taken by French men-of-war and carried into L'Orient. The crews of these whaling-vessels are Americans. (Works of John Adams, vii, p. 63,)

[|] William Goldsmith, who sailed from Nantucket for London with a cargo of oil in April, 1775.

[¶] Francis Macy.

^{**} Reuben Macy.

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measure was received rliament whom partistice to or compassion trained this provision was described by the "which, "in a sentence be made captives in this , kindred, friends, and become accomplices in the of war, these very

of Nantucket whaling ports were captured by oter the service of the tin the same pursuit to other (13th.) 1779, John f Massachusetts, says: led at Paris I had an rmation concerning the ch I beg Leave to comce can be made of it the

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rance wrote to the President action of the English whale bricaus there, who were prace enemy. In the letter of the and Adams write that three carried into L'Orient. The f John Adams, vii, p. 63.) condon with a cargo of oil in

"For the Destruction or Captivity of a Fishery so entirely defenceless, for not one of the Vessells has any arms, a single Frigate or Privateer of Twenty-four, or even of Twenty guns, would be sufficient. The Beginning of December, would'be the best Time to proceed from hence, because the Frigate would then find the Whaling Vessells nearly loaded. The Cargoes of these Vessells, consisting of Bone and Oyl, will be very valuable, and at least four hundred and fifty of the best kind of seamen would be taken out of the Hands of the English, and might be gained into the American service to act against the Enemy. Most of the cflicers and Men wish well to this Country, and would gladly be in its service if they could be delivered, from that they are engaged in. Whenever an English Man of war, or Privateer, has taken an American Vessell, they have given to the Whalemen among the Crew, by order of Government, their Choice, either to go on Board a Man of war, and fight against their Country or go into the Whale Fishery. Such Number: have chosen the latter as have made up the Crews of these seventeen Vessells.§

"I thought it my Duty to communicate this Intelligence to your Honours, that if so profitable a Branch of Commerce, and so valuable a Nursery of Seamen, can be taken from the English it may be done. This State has a peculiar Right and Interest to undertake the Enterprise, as almost the whole fleet belongs to it. I have the Honour to be, with the highest Consideration, your Honours most obedient & most humble servant

"JOHN ADAMS."

This letter was referred to a committee who reported that a copy of it should be sent to the President of the Continental Congress, which report was adopted, and thus Massachusetts let slip through her fingers the identical golden opportunity which the General Government had neglected the year before. The suggestions of Mr. Adams, who of all our revolutionary statesmen seems most to have understood and appre-

^{*} Zebdiel Coffin.

tAbisha Delano (probably.)

From Nantucket. Twenty names are given in this list.

Not italicised in the original.

their capital.

In the years 1778—79 the English navy made several forays upon the sea-coast towns of New England, destroying much property at Warren, R. I., Dartmouth, Martha's Vineyard, and Nantucket in Massachusetts. Indeed, these predatory raids were frequent throughout the war, and liable to occur at any time, consequently the unfortunate inhabitants were kept in a continual ferment. During the same time the government of France was continually intriguing for the exclusive possession of the North American fisheries. On the 6th of February, 1778, a treaty of amity and commerce was arranged between France and the United States. Upon this point each side was to retain the exclusive right to its own. The Americans conceded to the French the rights reserved by the treaties of Utrecht‡ and Paris, § even to the French interpretation of them, which were the right to fish upon the Banks, and the exclusive use of one-half the shores of Newfoundland upon which to dry their

* An exception to the general apathy in this respect occurred late in the fall or early in the winter of 1776, when boats from the Alfred, man-of-war, were sent ashore at Causo and destroyed the whaling interest there, burning all the materials for that industry, together with all the oil stores with their contents.

"At Falmouth, in the Vineyard Sound, the 10th of Septembe", 1778: 2 sloops and a

schooner taken by the galleys, I loaded with staves; I sloop burnt.

"In Old Town harbour, Martha's Vineyard: I brig of 150 tons burden, burnt by the Scorpion; I schooner of 70 tons burden, burnt by ditto; "3 whale-boats taken or destroyed; a quantity of plank taken.

"At Holmes's Hole, Martha's Vineyard: 4 vessels, with several boats, taken or destroyed; a salt-work destroyed, and a considerable quantity of salt-taken."—(Ricket

son's New Bedford, p. 282.)

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France understan and Englin Octobe require, t either with to restore coast of the exclumade with invasion North Aufron New From New Prance and Coast of the Coast of the Exclumation and Coast of the Exclumation North Aufron New Prance and Exclusive Prance and Ex

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dustry, together with a fact of the description of Acushnet River the 5th of September,

"Return of vessels and stores destroyed on Acushnet River the 5th of September,

1778: 8 sail of large vessels, from 200 to 300 tons, most of them prizes; 6 armed vessels, carrying from 10 to 16 guns; a number of sloops and schooners of inferior size,

amounting in all to 70, besides whale-boats and others; amongst the prizes were three taken by Count D'Estaign's fleet; 26 store-houses at Bedford, several at McPherson's

Wharf, Crans Mills, and Fairhaven; these were filled with very great quantities of

rum, sugar, melasses, coffee, tobacco, cotton, tea, medicines, gunpowder, sail-cloth,

cordage, &c.; two large rope-walks.

At Sag Harbor, L. I., property was taken or destroyed to a large amount; Newport suffered greatly; Nantucket lost twelve or fourteen vessels, oil, stores, &c., to the value of £4,000 sterling. Warren, R. I., suffered during the war to the extent of 1,000 tops of shipping, among them two vessels loaded with oil, and a large amount of other property. Sag Harbor also lost one or more vessels by capture.

[‡] April 11, 1713. § February 10, 1763.

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several boats, taken or dety of salt taken."—(Ricket-

to a large amount; Newport seels, oil, stores, &c., to the ne war to the extent of 1,000 and a large amount of other pture.

fish.* In regard to what disposition should be made of that island in case it should be captured, nothing was said; the sentiment of New England, however, upon that point was unmistakable. Later in the same year Samuel Adams, in a letter from Philadelphia, wrote: "I hope we shall secure to the United States, Canada, Nova Scotia, Florida too, and the fishery, by our arms or by treaty." He writes further, and every year of the past century has borne witness to the soundness of his views: "We shall never be on a solid footing, till Great Britain cedes to us, or we wrest from her, what nature designs we should have."

France also sought the aid of Spain, and that power was given to understand that in the final treaty of peace between the United States and England, they, too, would necessarily have some voice. Vergennes, in October (1778) stated, as the only stipulations which France would require, that in the final negotiations the treaty of Utrecht must be either wholly continued or entirely annulled; that she must be allowed to restore the harbor of Dunkirk; and that she must be allowed "the coast of Newfoundland, from Cape Bonavista to Cape St. John, with the exclusive fishery from Cape Bonavista to Point Riche." By a treaty made with Spain, April 12, 1779, France bound herself to attempt the invasion of Great Britain or Ireland, and to share only with Spain the North American fisheries, in case she succeeded in driving the English from Newfoundland.

These discussions (as to the terms to be embraced in the final treaty of peace) were necessary pending the question of an alliance with France and Spain agains, England. When the subject of frontiers was brought up, France, while yielding all claim to the provinces of Canada and Nova Scotia, which for years had been hers, joined heartily with Spain in opposing the manifest desire of the Americans to secure them. Two States persisted in the right and policy of acquiring them, but Congress, as a body, deferred to the French view of the subject. "With regard to the fisheries, of which the interruption formed one of the elements of the war, public law had not yet been settled. By the treaty of Utrecht, France agreed not to fish within thirty leagues of the coast of Nova Scotia; and by that of Paris, not to fish within fifteen leagues of Cape Breton. Moreover, New England at the beginning of the war had, by act of Parliament, been debarred from fishing on the banks of Newfoundland * * * * . "The fishery on the high seas," so Vergennes expounded the law of nations, "is as free as the sea itself, and it is superfluous to discuss the right of the Americans to it. But the coast-fisheries belong of right to the proprietary of the coast. Therefore the fisheries on the coasts of Newfoundland, of Nova Scotia, of Canada, belong exclusively to the English; and the Americans have no

^{*}Bancroft's U.S., ix, 481. The fact must be kept in mind that whaling and fishing for cod were both carried on on nearly the same waters and often by the same vessels. †Bancroft's U.S., x, 177.

Bancroft's U. S., x, p. 184.

pretension whatever to share in them.' In vain the United States urged that the colonies, almost exclusively, had improved the coast-fisheries, and considered that immemorial and sole improvement was practical acquisition. In vain they insisted that New England men, and New England money, and New England brains had effected the first conquest of Cape Breton, and were powerful aids to the subsequent conquest of Nova Scotia and Canada, and hence they had acquired at least a perpetual joint propriety. To their arguments Vergennes replied that the conquests were made not for the colonies but for the crown, and when New England dissolved its allegiance to that crown she renounced her right to the coast-fisheries. In the end the United States were obliged to succumb; they had asked aid from foreign powers, and they must yield so far as was practicable to the demands those powers made. These concessions were a portion of the price of independence.

A committeet was appointed by Congress to definitely arrange upon what terms the future treaty of peace with England should be finally consummated, and in February, 1779, they reported that Spain manifested a disposition to form an alliance with the United States, hence independence was an eventual certainty. On the question of fishing they reported that the right should belong properly to the United States, France, and Great Britain in common. This portion of the report was long under discussion in Congress, and it was finally voted that the common right of the United States to fish "on the coasts, bays, and banks of Newfoundland and Gulf of St. Lawrence, the Straits of Labrador, and Belleisle should in no case be given up." ‡ Under a vote to reconsider this subject on the 24th of March, Richard Henry Lee proposed that the United States should have the same rights which they enjoyed when subject to Great Britain, which proposition was carried by the votes of Pennsylvania, Delaware, and the four New England States, New York and the Southern States opposing. New York, under the leadership of Jay and Morris, peremptorily declined to insist on this right by treaty, and Morris moved that independence should be the sole condition of peace. This was declared out of order by the votes of the New England States, New Jersey, and Pennsylvania, against the unanimous vote of New York, Maryland, and North Carolina; Delaware, Virginia, and South Carolina being equally divided.

But France had a vital interest in this matter, and the French minister interposed his influence, and on the 27th of May Congress returned to its original resolve, "that in no case, by any treaty of peace, should the common right of fishing be given up."

On the 19th of June the equanimity of the French minister was suddenly and rudely disturbed by Elbridge Gerry, who, being from Marble

head, wa England front in ing "a resolutio lish to t ing-banl than Ve Gerry in on the c any trea and bitt Four St The mat of fishin the gua tory of

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^{*} Bancroft's U. S., x, pp. 210-11.

[†]Gouverneur Morris, of New York; Burke, of North Carolina; Witherspoon, of New Jersey; Samuel Adams, of Massachusetts; and Smith, of Virginia. (Baucroft's U. S., p. 213.)

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e United States urged ed the coast-fisheries, vement was practical gland men, and New effected the first conthe subsequent conhad acquired at least ergennes replied that at for the crown, and crown she renounced to United States were eign powers, and they dis those powers made, independence.

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and the French minislay Congress returned reaty of peace, should

nch minister was sudto, being from Marble-

ina; Witherspoon, of New irginia. (Bancroft's U. S., head, was the steady and persistent champion of the claims of New England, and who, in the prolonged discussions, always came to the front in defense of those rights. Entirely unexpectedly, Gerry, avoiding "a breach of the rules of Congress by a change in form, moved resolutions, that the United States have a common right with the English to the fisheries on the banks of Newfoundland, and the other fishing banks and seas of North America. The demand was for no more than Vergennes confessed to belong to them by the law of nations; and Gerry insisted that unless the right received the guarantee of France, on the consent of Great Britain, the American minister should not sign any treaty of peace without first consulting Congress." A most stormy and bitter debate ensued. The friends of France resisted stremously. Four States declared if the resolution was adopted they should secede. The matter, however, was somewhat compromised and the common right of fishing on the Grand Banks affirmed; Congress asking for that right the guarantee of France by means of a supplementary article explanatory of former treaties.

The French minister became alarmed, and sought an interview with the President of Congress and two other members known to be equally favorably disposed to the policy he represented. The vigor and zeal with which New England had pressed the matter had disposed them to concede to the desires of this section. He assured them "that disunion from the side of New England was not to be feared, for its people carried their love of independence even to delirium," and continued: "There would seem to be a wish to break the connection of France with Spain; but I think I can say that, if the Americans should have the audacity to force the King of France to choose between the two alliances, his decision would not be in favor of the United States; he will not certainly expose himself to consume the remaining resources of his kingdom for many years, only to secure an increase of fortune to a few shipmasters of New England. I shall greatly regret on account of the Americans, should Spain enter into war without a convention with them." Five hours of discussion failed to induce the members to undertake to change the views of Congress, and a new interview was held on the 12th of July, between Gerard and Congress, in a committee of the whole. As a final result the question was left to be settled, when a treaty of peace was formally arranged with Great Britain.

In the mean time how fared it with the whale-fishery? The people of Nantucket, with whom alone it was still encouraged, though in the face of the most terrible discouragements, were reduced to the severest straits. To live, they must eat; to eat, they must have provisions; to obtain provisions, they must give in exchange money or its equivalent; to obtain the exchangeable commodity, some business must be pursued. The whale-fishery was the only business available to them. Long prac-

^{*} Baucroft's U. S., x, pp. 216 to 219.

[†] Bancroft's U. S., x, p. 219.

tice had made them familiar with it, and a singleness of pursuit had kept them comparatively ignorant of any other occupation. But the great problem was how to carry it on, even in the limited way to which, by the destruction of their vessels, they were restricted. If they sailed under American protection, the English captured and destroyed their vessels and imprisoned their men; if they cleared with the sanction of English safeguards, the American performed for them the same kindly offices. Between the upper and the nether millstones of war they were quite ground to powder. In their extremity they learned that the English were inclined to be lenient toward them in the matter, and they had quite reliable assurance that the leading men of the American Government looked compassionately upon the distressed situation of the unfortunate islanders.

Influenced by these considerations, the inhabitants sent Timothy Folger, esq., to New York, to represent the condition they were in, and solicit permission to carry on whaling without danger of capture from British cruisers. They asked permits for twenty fishing-boats to fish around the island, for four vessels to be employed in the whale-fishery, for ten small vessels to supply the inhabitants with wood, and for one to go to New York for some few supplies not obtainable elsewhere.* Their petition was not so successful as they had wished.

In 1781 Admiral Digby succeeded Admiral Arbuthnot in the command of the English fleet in these waters, and permission to whale was asked of him,† and permits were issued for twenty-four vessels to pursue the business unmolested by English armed cruisers.‡ "This privi-

lege," sa a consid had so d benefit o the mea hindera whales, ous, and permissi what no liely kne had bee some cla ation of war, and he accep could n Union, nation, eral ves teers an ated. purpose using tl

> islander permits also to cording and a r

tion in

James Cha

^{*} Macv. 113.

[†] Mr. Macy gives us to understand that no permits were granted, but this must be an error; for Mr. Rotch (vide MS.), who was one of the committee the succeeding year to obtain grants from the English, mentions an accusation made by Commodore Affleck, of abuse of confidence in regard to the permits which were granted the year before, and that scarcely a vessel could be found but had one of these documents. To this Mr. Rotch replied: "Commodore Affleck, thou hast been greatly imposed upon in this matter. I defy Capt. -- to make such a declaration to my face. Those Permits were put into my hands. I delivered them, taking receipts for each, to be returned to me at the end of the voyage, and an obligation that no transfer should be made or copies given. I received back all the Permits except two before I left home, and should probably have received those two on the day that I sailed. Now if any duplicity has been practiced, I am the person who is accountable, and I am here to take the punishment such perfidy deserves." Mr. Rotch's character as a man and a merchant stood too high to be questioned, and the commodore, who a moment before was so violent, became more genial, and replied, "You deserve favor," and assisted Mr. Rotch to obtain it. The termination of this difficulty is but one example of the manner in which all these slanders, from both English and Americans, were disposed of when the accused could have an opportunity of confronting the accusers or those in authority.

[†] The following is a copy of one of these permits, from Macy, p. 115:
"[L. s.] By Robert Digby, Esquire, Rear Admiral of the Red, and Commander-in-chief, &c., &c.

[&]quot;Permission is hereby given to the Dolphin brig, burthen sixty tons, Walter Folger owner, navigated by Gilbert Folger as master and the twelve seamen named in the

Obadiah F George Co Silvanus S Charles Re Peter Poll Andrew C Obed Barn Jonathan

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ness of pursuit had cupation. But the nited way to which, ted. If they sailed and destroyed their with the sanetion of em the same kindly as of war they were earned that the Enne matter, and they the American Goved situation of the

ants sent Timothy n they were in, and ger of capture from ishing-boats to fish n the whale-fishery, a wood, and for one ainable elsewhere.•

uthnot in the comission to whale was four vessels to pursers.‡ "This privi-

ted, but this must be an ee the succeeding year made by Commodore were granted the year of these documents. To reatly imposed upon in to my face. Those Perfor each, to be returned sfer should be made or I left home, and should ow if any duplicity has here to take the punishnd a merchant stood too fore was so violent, beted Mr. Rotch to obtain he manner in which all ed of when the accused in authority.

r, p. 115: nd Commander-in-chief,

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xty tons, Walter Folger e seamen named in the lege," says Macy, "seemed to give new life to the people. It produced a considerable movement in business, but the resources of the island had so diminished, that but a small number of vessels could take the benefit of these permits. Those who had vessels, and were possessed of the means, fitted them out on short voyages, and, had there been no hinderance, it is probable that they would have done well; for the whales, having been unmolested for several years, had become numerous, and were pretty easily caught. To carry on the whale-fishery under permission of the government of Great Britain was a proceeding somewhat novel, and could not pass unnoticed. Although it was not publiely known, yet it was generally believed that some kind of indulgence had been shown by the enemy to the people of Nantucket. This caused some clamor on the continent; but our Government well knew the situation of the place, and its large participation in the calamities of the war, and was, consequently, rather inclined to favor than to condemn he acceptance of favors from the English. Although the Governmentt could not grant an exclusive privilege to any particular part of the Union, yet such encouragement was given by the leading men of the nation, in their individual capacity, as to warrant the proceeding. Several vessels whaling under these permits were taken by American privateers and carried into port, but in every instance they were soon liberated. Whenever it was found that the permits were used for no other purpose than that for which they had been granted, and that the vessels using them had not been engaged in illicit trade, there was no hesitation in releasing them."

nevertheless a great risk attended this mode of proceeding, and the islanders became satisfied that to make the business reasonably safe permits must be obtained from both contending powers and permission also to make use of each license against the other's vessels of war. Accordingly, a town meeting was convened on the 25th of September, 1782, and a memorial prepared and adopted which was sent to the general court of Massachusetts. This petition recited the unfortunate situa-

James Chase,
Obadiah Folger,
George Coleman
Silvanus Swain
Charles Russell
Peter Pollard
Andrew Coleman
Obed Barnard
Jonathan Briggs

margin, to leave the island of Nantucket and to proceed on a whaling voyage,—to commence the first of January, 1782, and end the last day of —— following, provided that they have on board the necessary whaling craft and provisions only, and that the master of said brig is possessed of a certificate from the selectmen of the said island, setting forth that she is bone fide the property of the inhabitants of the island, with the names of the master and seamen in her; and that she shall not be found proceeding with her cargo to any other port than Nantucket or New York.

"Dated at New York, the first day of December, 1781.

"ROBERT DIGBY.

"To the commissioners of his majesty's ships and vessils of war, as well as of all privateers and letters of marque.

"By command of the Admiral:

"THOMAS M. PALMER."

^{*} By a very disc strons fire at Nantucket, in 1846, the records both of the town and custom-hor actroyed, honce there arises much difficulty in getting many inter-

tion the people were in, exposed to the inroads of English and Americans, with neither side able or willing to protect them against the other, and powerless, because of the defenseless character of the island and the religious convictions of the vast majority of the inhabitants, to suitably guard their own firesides. They urged that people in continental towns, where the broad country opened to them a place for retreat, could have but faint ideas of the suffering of those who were constantly liable to hostile invasion and whose insular position precluded all thoughts of escape, and they indignantly resented the calumnies which had been spread broadcast through the State in regard to alleged actions of theirs. Regarding the prosecution of their business, they said:

"We now beg leave to throw a few hints before you respecting the Whalefishery, as a matter of great importance to this Commonwealth. The place before the War, was the First in that branch of business, & emproved note than One Hundred Sail of good Vessels therein, which furnis I a support not only for Five Thousand Inhabitants here, but for Thousands elsewhere, no place so well adapted for the good of the Community at large as Nantucket, it being destitute of every material necessary in the Business, and the Inhabitants might be called Factors for the Continent rather than Principals; as the war encreased the Fishery ceased, until necessity obliged us to make trial the last Year, with about about seventeen sail of Vessels, Two of which were captured & carried to New York,* & one was burnt the others made saving voyages. The present Year we employed about Twenty Four sail in the same business, which have mostly compleated their Voyages, but with little success; & a great loss will ensue; this we apprehend is greatly owing to the circumscribed situation of the Fishery; we are now fully sensible that it can no longer be pursued by us, unless we have free liberty both from Great Britain & America to fish without interruption; As we now find One of our Vessels is captured & carried to New York, but without any Oil on board, and Two others have lately been taken & carried into Boston & Salem, under pretense of having double papers on board, (Nevertheless we presume the captors will not say that any of our Whalemen have gone into New York during the season as such a charge would have no foundation in Truth). And if due attention is not paid to this valuable branch, which if it was viewed in all its parts, perhaps would appear the most advantageous, of any possess'd by this Government, it will be intirely lost, if the War continues: We view it with regret & mention it with concern, & from the gloomy prospect now before us, we apprehend many of the Inhabitants must quit the Island, not being able even to provide necessaries for the approaching Winter:

esting details. Many of the custom-records of New Bedford were destroyed by fire in 1825; the corresponding documents of Newport, prior to 1779, were carried away by the English, and the vessel containing them being sunk, they were, when recovered, in a very damaged condition; the similar records of Sag Harbor (the older ones) were stored in a damp place, and are mildewed and illegible.

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^{*} New York, at this time, was in possession of the English.

English and Amerim against the other, or of the island and inhabitants, to suiteople in continental ace for retreat, could ere constantly liable cluded all thoughts nies which had been ged actions of theirs, aid:

you respecting the this Commonwealth. ch of business, & ems therein, which furbitants here, but for for the good of the te of every material ht be called Factors e war encreased the trial the last Year, hich were captured & nade saving voyages. our sail in the same ages, but with little end is greatly owing re now fully sensible ave free liberty both rruption; As we now w York, but without taken & carried into de papers on board, say that any of our ason as such a charge attention is not paid all its parts, perhaps ess'd by this Governes: We view it with my prospect now benust quit the Island, approaching Winter:

were destroyed by fire in 79, were carried away by were, when recovered, in our (the older ones) were some will retreat to the Continent & set down in the Western Governments; and the most active in the Fishery will most probably go to distant Countries, where they can have every encouragement, by Nations who are eagerly wishing to embrace so favourable an opportunity to accomplish their desires; which will be a great loss to the Continent in general, but more to this Government in particular.

"We beg leave to impress the consideration of this important subject, not as the judgment of an insignificant few, but of a Town which a few Years since stood the Third in Rank (if we mistake not) in bearing the Burthens of Government; It was then populous and abounded with plenty, it is yet populous but is covered with poverty. Your Memorialists have made choice of Samuel Starbuck, Josiah Barker, William Rotch, Stephen Hussey and Timothy Folger, as their Committee who can speak more fully to the several matters contain'd in this Memorial, or any other thing that may concern this County, to whom we desire to refer you.

"Signed in behalf of the Town by-

"FREDERICK FOLGEP

"Town ' ter? "

This memorial was referred to a committee consisting of George Cabot, esq., on behalf of the Senate, and General Ward and Coronel McCobb on the part of the House, which committee on the 29th of October made the following report: "That altho' the Facts set forth in said Memorial are true and the Memorialists deserve Relief in the premises, yet as no adequate Relief can be given them but 'y the United States in Congress assembled, therefore it is the opinion of the Committee that the said Memorial be referr'd to the consideration of Congress, and the Delegates of this Commonwealth be required to use their Endeavours to impress Congress with just Ideas of the high worth & Importance of the Whale fishery to the United States in general, & this State in particular."* This report was accepted, and it was ordered

* Mass. Col. MSS., Petitions, i, pp. 124-5-6-7-8-9. A memorandum accompanies this, which various circumstances seem to indicate is the work of Mr. Rotch, and which says: "Perhaps some of those reports may have originated from this—a Committee of our Island in the fore part of the year 1781 applied to some of the Members of the General Court and spread before them the peculiar circumstances wherein the Island was involved, one whereof was that our Vessels whenever they passed in or out were perfeetly under the controll of the Britons and it was therefore necessary that permits should be obtained from them for our Vessels to proceed on the Whale fishery-since which time some of them have been taken by the American Privateers for having such Permits-and we are thereby reduced to this difficulty that if we carry our Vessels over the bar without permits from the British Admiral they are made prize to the Britons-if they have such permits they are taken by our own Countrymen-and our harbour is therefore compleatly shut up-and all our prospects terminate in poverty and distress-what gives us great concern is that our people who understand the Whale fishery will be driven to foreign neutral Countries and many years must pass away before we shall again be enabled to pursue a branch of business which hath been in times past our support and hath yielded such large aids to the Commerce of this Country."

that the delegates be furnished with a copy of the memorial, and be required to take the action indicated in the report.

In addition to the action of the general court, the town also sent William Rotch and Samuel Starbuck to Philadelphia to intercede personally in the matter. After conferring with General Lincoln, Samuel Osgood, Nathaniel Gorham, Thomas Fitzsimmons, and James Madison, they approached one of the Massachusetts delegation who was a resident of Boston, and who was greatly prejudiced against Nantucket, After an interview of about two hours with no apparent relaxation of the bitterness of feeling on his part, Mr. Rotch questioned him as to whether the whale-Ashery was "worth preserving to this country !" He replied, "Yes." "Can it be preserved in the present state of things by any place except Nantucket?" "No." "Can we preserve it unless you and the British will both give us permits ?" "No." "Then, pray." continued Mr. Rotch, "where is the difficulty ?" Thus this interview ended. Messrs. Rotch and Starbuck then drew up a memorial and presented it to the consideration of the above-named gentlemen, desiring them to review it, at the same time telling them of the conversation between Mr. Rotch and the delegate from Boston. By advice of these friends they waited again upon the member from Massachusetts, and he accepted the charge of bringing the subject before Congress, where, after deliberation, it was determined to grant permits for thirty-five vessels to sail on whaling voyages, and these were accordingly granted and delivered. The very next day a vessel arrived from Europe bringing the rumor of the signing of a provisional treaty of peace.*

This was early in 1783.† The passage from the provisional to the definitive treaty was long, circuitous, and at times dark. One of the chief sources of difference was the settlement of the question of the fisheries, England with an apparent feeling of magnanimity conceding favors, and America with a sense of justice claiming rights. Against what the United States considered her just dues the diplomacy of the English, their late enemies, and the French, their recent allies, was arrayed, and nothing but firmness, sagacity, and skill on the part of the American commissioners saved the day. The English guarded their assumptions with all possible jealousy; the French sought a loose place in the armor to insert the diplomatic sword, and gain by treaty what they had been unable to sustain with force. The Americans were ever on the alert to overcome the prejudices of a power from whom they had conquered a peace, and to propitiate the supersensitiveness of a power which had rendered them so valuable assistance. They could not, however, depart from certain propositions. The articles which must be inviolate were those guaranteeing to America full and unconditional independence troops; prior to dom in joyed pr sought to a vice, 1

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^{*} Memoranda of Wm. Rotch-unpublished.

[†] On the 22d of March, 1783, an order was passed in Congress granting 35 licenses to Nantucket vessels to whale and to secure them from the penalty attached to double papers. (Madison Papers, p. 405.)

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the town also sent hia to intercede perral Lincoln, Samuel s, and James Madielegation who was a against Nantucket. parent relaxation of uestioned him as to to this country !" esent state of things ve preserve it unless No." "Then, pray," Thus this interview a memorial and pregentlemen, desiring the conversation be-By advice of these assachusetts, and he ongress, where, after r thirty-five vessels dingly granted and om Europe bringing peace.*

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pendence, and the withdrawal from the thirteen States of all British troops; the Mississippi as a western, and the Canadian line as it was prior to the Quebec act of 1774, for a northern boundary; and a freedom in the fishery off Newfoundland and elsewhere as it had been enjoyed prior to the commencement of hostilities. In vain Great Britain sought to evade the latter clause; the United States tenaciously, as in a vice, held her to it, and she yielded.

E.-FROM 1784 TO 1816.

But the announcement of peace came to a people whose commerce was sadly devastated. Save such of the interest as had been preserved by what Mr. Jefferson termed the Nantucketois, the business of whaling was practically ruined and required rebuilding. To Nantucket the war had, despite its holy necessity and its glorious conclusion, been a heavy burden. Of the little over 150 vessels owned there in 1775, 134 had fallen into the hands of the English and 15 more were lost by shipwreck; many of the young men had perished through the rigors of war; in about 800 families on the island there were 202 widows and 342 orphan children; the direct money loss far exceeded \$1,000,000 in times when a man's pay was 67 cents per day; one merchant alone lost over \$60,000.† And as it was with Nantucket, so it was in a degree with all the whaling ports.‡ With an energy characteristically American, mey sought, on the return of peace, to retrieve their losses. Scarcely had the echo of the hostile guns died away, scarcely had the joyful news of peace reached their ports, when the whalemen began to equip anew for their fishery. The Bedford, just returned to Nantucket from a voyage, was immediately loaded with oil and dispatched to London, arriving in the Downs on the 3d of February. Her appearance was thus chronicled by an English magazine of that day: "The ship Bedford, Captain Mooers, belonging to the Massachusetts, arrived in the Downs the 3d of February, passed Gravesend the 4th, & was reported at the Custom-House the 6th instant. She was not allowed regular entry until some consultation had taken place between the commissioners of the customs & the lords of council, on account of the many acts of parliament yet in force against the rebels in America. She is loaded with 487 butts of whale oil; is American built; | manned wholly

^{*}It is estimated that no less than 1,200 seamen, mostly whalemen, were captured by the English or perished at their hands during the Revolution, from Nantucket alone! †William Rotch, esq.

[;] Warren, R. I., suffered a loss of 12 vessels (about 1,100 tons), of which at least two were whalemen. (Hist. of Warren, p. 101.)

[§] Capt. William Mooers, who sailed for many years in the employ of Mesers. Rotch & Co. It is related that one of the crew of the vessel first showing the American flag in the Thames was hump-backed. One day a British sailor meeting him clapped his hand upon the American's shoulder, saying, "Hilloa, Jack, what have you get here?" "Bunker Hill and be d——d to you," replied the Yankee, "will you mount?"

The Bedford was built in 1765, by Ichabod Thomas, at North River. She was built a brig.

by American seamen; wears the rebel colors & belongs to the Island of Nantucket in Massachusetts. This is the first vessel which displayed the thirteen rebellious stripes of America in any British Port. The vessel lies at Horseley down a little below the Tower, and is intended immediately to return to New England." Immediately after, almost simultaneously with her, arrived another ship from Nantucket-the Industry, Capt. John Chadwick, while the sloop Speedwell, James Whippey, master, was sent to Aux Cayes. Those at Nantucket who had capital left resumed the whale-fishery with as many vessels as they could procure. Long comparative immunity from capture had caused the whaling-grounds to become repopulated, and the whales themselves had become less shy and hence more easily killed. Directly succeeding the war the products of the fishery commanded good prices, and soon other ports entered into competition. New London, Sag Harbor, Hudson, N. Y., Boston, Hingham, Wellfleet, Braintree, Plymouth, Bristol, each sent out one or more whale-hunters. For a brief time the business promised much profit, but the fever was a fitful one. The excessive prices which the commodity commanded immediately after the wart rapidly became reduced; Great Britain, the only market for the sperm-oil, had, by an alien duty of £18 sterling per ton, practically precluded its shipment from America. Oil which before the war was worth £30, now scarcely brought £17, while to cover expenses and leave a reasonable margin for profit. £25 were required. The situation was indeed desperate—almost hopeless. In the discussion of means for relief many of the people of Nantucket expressed the opinion that if the island could be made neutral. commercial affairs might assume a more healthy tone. A memorial was finally sent to the legislature of Massachusetts praying relief, and the agents presenting it were instructed to have the subject of neutrality acted upon. As may be readily supposed, however, the invidious legislation that Nantucket was unable to obtain during the war, she would scarcely be likely to get on its conclusion, and the subject of neutrality was very properly dismissed. That the depression in the whaling business needed some alleviation was, however, too evident to require discussion, and in 1785 the legislature passed the following preamble and

"Whereas this court, having a due sense of the high worth and importance of the whale fishery, are desirous of its preservation, not only to this State, but to the United States in general; therefore,

"Resolved, That there be paid, out of the treasury of this commonwealth, the following bounties upon whale-oil, of the different qualities hereafter mentioned, viz: For every ton of white spermaceti oil, five pounds; for every ton of brown or yellow spermaceti oil, sixty shillings; for every ton of whale oil, (so called,) forty shillings, that may be taken or caught

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^{*} Letter of William Rotch, esq.

[†] One small schooner of 38 tons burden hailed from Braintree.

Macy's Nantucket, 121.

See Mr. Rotch's MS.

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by any vessel or vessels, that are or may be owned and manned wholly by the inhabitants of this commonwealth, and landed within the same, from and after the first day of January next, until the further order of the general court."

The selectmen of the various towns were further empowered to appoint aworn inspectors to inspect all oil so landed, and mark on the head of each casic so inspected the initial letters of his name, and a description of the oil by the initials W. B., or Y. W. O., and deliver to the selectmen a sworn certificate thereof. To obtain the bounty, a certificate from the selectmen must be presented to the governor and coancil," detailing the kind, quality, and amount of oil, and where landed To this certificate the owners were to make oath or affirmation.

But, although the bounty seemed at first beneficial, the ultimate effect was not so good. The business became unduly stimulated and an overproduction prevented to a great degree the desired advance in profit. The demand was greatly limited. A long suspension in the use of oil had accustomed the people in general to the use of tallow candles, and but little oil was required either for towns or for light-houses.

In the mean time, seeing no chance for any amelioration in their condition, unable to carry on a business at a prospective loss, and accustoraed from early childhood only to this pursuit, hence unable and unwilling to adventure another, some of the prominent merchants of Nantucket resolved to transfer their business to some place where the demand for their products and the advantageous bounty offered would make it far more remunerative. Among these was William Rotch. On the 4th of July, 1785, Mr. Rotch sailed from Nantucket in the ship Maria, bound for London, arriving there on the 27th. At as early a day as practicable he opened negotiations with the Chancellor of the Exchequer (William Pitt) for a transfer to England of such of the whale-fishery at Nantucket as he could control. The subject was laid before the privy council, and Mr. Rotch waited four months for their summons. Finally, in deference to a request of his

[†] Captain Alexander Coffin was of those who looked upon the whale-fishery as a peculiarly American pursuit, and who denounced any effort looking to a transfer of it to any foreign government. On the 8th of June, 1785, he addressed from Nantucket a vigorous letter to the Hon. Samuel Adams. He wrote in severe terms against the measures being adopted to remove to England, and says Mr. Rotch "is now taking on board a double stock of materials, such as Cedar boards, (commonly called boat-boards,) of which they have none in England, a large quantity of cooper's stuff for casks, &c.neither does it stop here, the house of Rotch have been endeavoring to engage an acquaintance of mine to go to Bermudas to superintend the business at that place." In a postscript he adds, "Since writing the above I have been favored with the original scheme of establishment of the Fishery at Bermudas, copies of which are here enclosed; one of the company is now at Kennebeck, contracting with some persons for an annual supply of hoops, staves, and other lumber necessary for the business." This letter was laid before the senate of Massachusetts, and the result was the passage of an act prohibiting the export to Bermudas of the articles enumerated, and the transfer in this lirection was prevented

that some one be appointed to close the matter, he was referred to Lord Hawksbury, a gentleman not very favorably disposed toward America. Mr. Rotch gave him his estimate of the sum necessary to induce a removal, viz, "£100 sterling transportation for a family of five persons, and £100 settlement; £20,000 for a hundred families." Lord Hawksbury demurred to this as a large sum.* A' a subsequent interview Mr. Rotch added to his previous position the demand to bring with him thirty American ships, which demand also met with remonstrance from Lord Hawksbury, who seemed to be of the "penny wise pound foolish" order of statesmen. Mr. Rotch finally took leave of Lord Hawksbury without obtaining any satisfaction, and embarking on board his vessel sailed for France.† Landing at Dunbirk, he drew up proposals to the French government and forwarded them to Paris. These proposals were eagerly entertained, and the preliminaries were speedily arranged for a transfer of the interest of Mr. Rotch and his family and

" "And what," queried Lord Hawksbury, "do you propose to give us in return for this outlay of money ?" "I will give you," returned Mr. Rotch proudly, "some of the best blood of the island of Nantucket." At this interview Hawksbury presented his own figures, where, says Mr. Rotch, (see MS.) "he had made his nice calculation of £87 10s. for transportation and settlement of a family," and, says he, "I am about a Fishery Bill, and I want to come to something that I may insert it, &c." My answer was, "Thy offer is no object, therefore go on with thy Fishery Bill without any regard to me." I was then taking leave and withdrawing. "Well, Mr. Rotch, You'll call on me again in two or three days." "I see no necessity for it." "But I desire you would." "If it is thy desire perhaps I may call." However, he let me rest but one day before he sent for me. He had the old story over again, but I told him it was unnecessary to enter again into the subject. I then informed him that I had heard a rumor that Nantucket had agreed to furnish France with a quantity of Oil. He stepped to his Bureau, took out one of a file of papers, and pretended to read an entire contradiction, though I was satisfied there was not a line there on the subject. I said. "It was only a vague report that I had heard, and I cannot vouch for the truth of it, but we are like drowning men, catching at every straw that passes by; therefore I am now determined to go to France and see what it is. If there is any such contract, sufficient to retain us at Nantucket, neither you nor any other nation shall have us, and if it is insufficient, I will endeavor to enlarge it." "Ah," says he, "Quakers go to France ?" "Yes," I replied, "but with regret." I then parted with Lord Hawksbury for the last time. (Rotch MS.)

† His lordship seut once more for Mr. Rotch to call on him, but Mr. Rotch returned answer: "If Lord Hawksbury desires to see me he will find me on board my vessel up to the hour when she takes her anchor." When Mr. Rotch was once gone, Hawksbury became alarmed and sent to him by letter, informing him that he had made provision in the fishery bill for him, with liberty to bring forty ships instead of thirty, "he having forgotten the number;" but it was too late. This unexpected ending of his hopes was far from pleasing either to his lordship or the government. After the interview with the King of France, Mr. Rotch returned to England, and was importuned to remove to Great Britain. In his memoranda he says he was waited upon by one of the officials, who told him he was "authorized by Mr. Pitt to tell you that you shall make your own terms." "I told him," continues Mr. Rotch, "he was too late. I made very moderate proposals to you, but could obtain nothing worth my notice. I went to France, sent forward my proposals, which were doubly advantageous to what I had offered your Government; they considered them but a short time, and on my arrival in Paris were ready to act. I had a separate interview with all the Ministers of State necessary to the subject, five in number, who all agreed to & granted friends of fishery value of that his the Free Every Friends on, the houses, dustry of the more move

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friends to Dunkirk, from which port, for several years, a very successful fishery was carried on. Contemporary with the negotiations with Mr. Rotch, a letter was dispatched to the people of Nantucket by Capt. Shubael Gardner, from L———— Coffin, who resided at Dunkirk, stating that his sympathy for the people of that island had led him to apply to the French government in their behalf, and with excellent success. Every request he had made had been granted, and the unlimited freedom, the abundance and cheapness of provisions, the absence of customhouses, the small taxes, the regularity of the town, the manners and industry of the inhabitants, and its situation, rendered it, in his opinion, "the most eligible place in the universe for the people of Nantucket to remove to.*

What effect this state of affairs may have had in the arrangement of treaties of commerce with Great Britain is somewhat uncertain, but the attempt to a consummation of this plan was intrusted to a man not only

my demands. This was effected in five hours, when I had waited to be called by your Privy Council more than four months." All attempts on the part of the English government to re-open the subject were politely but firmly rejected by Mr. Rotch. "In the beginning of 1793," the account continues, "I became fully aware that war between Eagland & France would soon take place, therefore it was time for me to leave the Country in order to save our vessels if captured by the English. I proceeded to England. Two of them were captured, full of oil, & condemned, but we recovered both by my being in England, where I arrived two weeks before the war took place. My going to France to pursue the whale-fishery so disappointed Lord Hawksbury that he undertook to be revenged on me for his own folly, and I have no doubt gave directions to the Cruisers to take any of our vessels that they met with going to France. When the Ospray was taken by a King's ship, the officer sent on board to examine her papers, called to the captain & said, "You'll take this vessel in sir, she belongs to Wm. Rotch." Mr. Rotch returned to the United States with several of his vessels in 1794, and after residing in Nantucket about a year removed to New Bedford, where he lived until his death, in May, 1828.

*The following is a list of advantages secured to Nantucket whalemen by Mr. Coffin:

"1st. An entire free exercise of their religion or worship within themselves.

"2d. The concession of a tract of ground to build their houses and stores.

"3d. All the privileges, exemptions, and advantages promised by the king's declaration in 1662, confirmed by letters-patent of 1784, to all strangers who come to establish there, which are the same as those enjoyed by the natif subjects of his majisty.

"4th. The importation into the kingdom, free from all duties whatever, of the oil proceeding from their fishery, and the same premiums and encouragement granted for the cod and other fisheries to natif subjects.

"5th. A premium per ton on the burthen of the vessels that will carry on the whale fishery, which shall be determined in the course of the negotiation either with Mr. Rotch or with the select men of the island.

"6th. All objects of provisions and victuals for their ships shall be exempted from all duties whatever.

"7th. An additional and heavier duty shall be laid on all foreign oil, as a further encouragement to them, in order to facilitate the sale of their own.

"8th. The expenses of removing those of the inhabitants, who are not capable of defraying themselves, shall be paid by the Government.

"9th. A convenient dock shall be built to repair their ships.

"10th. All trades-people, such as smiths, boat-builders, coopers, and others, shall be admitted to the free exercise of their trade without being liable to the forms and ex-

thoroughly imbued with New England principles, but of sufficient statesmanship to realize of how much national importance this matter was. None knew better than John Adams that the secret of the commercial greatness which should be developed lay in the codevelopment of the fisheries; that herein was the nursery for seamen who would be a source of wealth in peace and of power in war. It was desirable to make duties and courtesies more reciprocal, and one of the first duties in trusted to Mr. Adams on his appointment to the Court of St. James in 1785, was the arrangement of some treaty which should be mutually satisfactory. Naturally one of the principal points was the importation of the products of our fishermen, since that industry perhaps more than any other was in danger of serious injury from the existing condition of things.

In a letter to the Marquis of Carmarthen, dated July 29, 1785, Mr. Adams refers to the trouble accruing from the alien duties laid by England in these words: "The course of commerce, since the peace, between Great Britain and the United States of America, has been such as to have produced many inconveniences to the persons concerned in it on both sides, which become every day more and more sensible. The zeal of Americans to make remittances to British merchants, has been such as to raise the interest of money to double its usual standard, to increase the price of bills of exchange to 8 or 10 per centum above par, and to advance the price of the produce of the country to almost double the

pense usually practised and paid by the natif subjects for their admittance to master-ship.

"11th. They shall have liberty to command their own vessels, and have the choice of their own people to navigate them.

"12th. They shall be free from all military and naval service, as well in war as in peace, in the same manner and extent as expressed by the king's ordinance of the 16th of February, 1759." (Macy, 257, 258.)

These were probably essentially the same concessions made to Mr. Rotch in person. How many American captains pursued the fishery from the various British and French ports subsequently to the Revolution, it would be difficult to determine. Nantucket alone furnished 83 captains for the French and 149 captains for the English fishery; probably the bulk of the total number came from this one port, though in the course of the prosecution of whaling by these nations, New Bedford furnished a very considerable number. In a "Journal of a Voyage to Greenland" from Dunkirk in the ship Penelope, Capt. Tristram Gardner (a Nantucket man,) he records under the head of Friday, June 6, 1788, in latitude 70° north, "100 ships in sight." On the 22d of the same month he states, as a mere matter of fact not worthy of extended comment, "Wind at South; A Ruged sea; Plenty of Snow. Later Part Saw Ise to ye S. W. of us a 4 ye wind Shifted to ye Northward, but Still thick weather. Saw A Number of ships, but No whole. So ends this 24 hours. Lat. 79, 02." And yet this is within about 175 miles of the highest northern point attained by any of our splendidly equipped expeditions undertaken with the express purpose of pushing as far north as possible in vessels armored and strengthened and equipped in the most complete manner, while the whaling voyages were pursued in small, not uncommonly strong ships, not even having the feeble protection of coppered bottoms. As early as 1753, a schooner was fitted from Boston for the discovery of the northwest passage. She sailed in the spring and returned in October of the same year.

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usual rate. Large sums of the circulating cash, and as much produce as could be purchased at almost any rate, have been remitted to England; but much of this produce lies in store here, because it will not fetch, by reason of the duties and restrictions on it, the price given for it in America. No political arrangements having been made, both the British and American merchants expected that the trade would have returned to its old channels, and nearly under the same regulations, found by long experience to be beneficial; but they have been disappointed. The former have made advances, and the latter contracted debts, both depending upon remittances in the usual articles, and upon the ancient terms, but both have found themselves mistaken, and it is much to be feared that the consequences will be numerous failures. Cash and bills have been chiefly remitted; neither rice, tobacco, pitch, tar, turpentine, ships, oil, nor many other articles, the great sources of remittances formerly, can now be sent as heretofore, because of restrictions and imports, which are new in this commerce, and destructive of it; and the trade with the British West India Islands, formerly a vast source of remittance, is at present obstructed. * * * * * There is a literal impossibility, my lord, that the commerce between the two countries can continue long to the advantage of either upon the present footing."* He continues, that these evils will increase, and asserts that it is the desire of the United States to be on good terms commercially with England, and not be driven to other markets with their goods, and he closes by proposing the arrangement of a treaty of commerce between the two countries.

It would be interesting, though not necessary in this connection, to follow the negotiations through each step; to see how the English administration felt compelled to cater to those who upheld the British navigation laws; to see how jealousy of our incipient naval power procrastinated the treaty which it was inevitable must come; to see how self-confident and secure the English felt that our trade must unavoidably come to them; to see, how, an attempt was made to throw the influence of Ireland against America by ostentatious concessions, and how the attempt failed; to see how, finally, the fear of American reciprocity in restrictions led to English reciprocity in concessions; but those things can be more satisfactorily learned from the diplomatic correspondence of the day.†

On the 24th of August Mr. Adams had a conference with Mr. Pitt for the first time in this connection. Passing by the matter of the interview, so far as it relates to the other portions of the proposed treaty, we find that when the treaty of commerce was proposed, Mr. Pittinquired what were the lowest terms that might be satisfactory to America. Mr. Adams replied that he might not think himself competent to decide that question; that, because of the rapidly increasing feeling in America,

^{*} Works of John Adams, viii, p. 288.

Works of John Adams, viii, p. 307.

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affairs had already culminated in Massachusetts in the passage of an act of navigation by that State, showing the tendency of the times, and that the action of England would have much to do in arresting that prejudice; that the five hundred ships employed in the commerce of the United States in 1784 might easily be compelled to become the property of American citizens and navigated wholly by American seamen; that the simple passage of an old English statute, "that none of the King's liege people should ship any merchandise out of, or into the realm, but only in ships of the King's liegance, on pain of forfeiture," modified to suit the American form of government, would effect this; that the nation had the legal right to govern its own commerce; that the ability of the Americans to build ships and the abundance of material they had for that purpose could not be doubted; and that whatever laws singland might make, she would be glad to receive and consume considerable American produce, even though imported through France or Holland, and sell us as many of her manufactures as we could pay for, through the same channels. The conversation finally introduced the subject of ships and oil, and Mr. Pitt said to Mr. Adams the Americans "could not think hard of the English for encouraging their own shipwrights, their manufactures of ships, and their own whale-fishery." To which Mr. Adams replied, "By no means, but it appeared unaccountable to the people of America, that this country should sacrifice the general interests of the nation to the private interests of a few individuals interested in the manufacture of ships and in the whale-fishery, so far as to refuse these remittances from America in payment of debts, and for manufactures which would employ so many more people, augment the revenue so considerably, as well as the national wealth, which would, even in other ways, so much augment the shipping and seamen of the nation. It was looked upon in America as reconciling themselves to a diminution of their own shipping and seamen, in a great degree, for the sake of diminishing ours in a small one, besides keeping many of their manufacturers out of employ, who would otherwise have enough to do; and besides greatly diminishing the reverse, and, consequently, contrary to the maxim which he had just acknowledged, that one nation should not hurt itself for the sake of hurting another, nor take measures to deprive another of any advantage without benefitting itself."* From the questions of comparative gains or losses to either power, and the relations in which France would stand to both, Mr. Pitt led Mr. Adams into a lengthy and useless conversation on the whale-fisheries of the three countries, referring specially to the efforts of M. de Calonne to introduce this pursuit into France, asking suddenly the question "whether we had taken any measures to find a market for our oil anywhere but in France." To this Mr. Adams replied: "I believed we had, and I have been told that some of our oil had found a good market at Bremen; but there could

⁵th Richard, ii, ch. 3.

in the passage of an ncy of the times, and do in arresting that the commerce of the become the property nerican seamen; that at none of the King's or into the realm, but rfeiture," modified to this; that the nation hat the ability of the material they had for atever laws England consume considerable h France or Holland, l pay for, through the d the subject of ships ans "could not think ipwrights, their man-To which Mr. Adams table to the people of neral interests of the als interested in the far as to refuse these and for manufactures ment the revenue so would, even in other of the nation. It was o a diminution of their e sake of diminishing manufacturers out of and besides greatly trary to the maxim should not hurt itself to deprive another rom the questions of he relations in which us into a lengthy and hree countries, referntroduce this pursuit er we had taken any in France." To this have been told that

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not be a doubt that spermaceti oil might find a market in most of the great cities in Europe which were illuminated in the night, as it is so much better and cheaper than the vegetable oil that is commonly used. The fat of the spermaceti-whale gives the clearest and most beautiful flame of any substance that is known in nature, and we are all surprised that you prefer darkness, and consequent robberies, burglaries, and murders in your streets, to the receiving, as a remittance, our spermaceti oil. The lamps around Grosvenor Square, I know, and in Downing Street, too, I suppose, are dim by midnight, and extinguished by two o'clock; whereas our oil would burn bright till 9 o'clock in the morning, and chase away, before the watchmen, all the villains, and save you the trouble and danger of introducing a new police into the city."*

But despite the fact that Mr. Pitt appeared more favorable than was anticipated, Mr. Adams did not expect any immediate response to his propositions. The English ministers in their individual capacity seemed singularly timorous, and manifested much fear of committing themselves before joint cabinet action. Adams inclined to the opinion that nothing short of the convincing eloquence of dire necessity would drive the English ministry from the position they had assumed in regard to the navigation act, and that an answer to his propositions, even at a late day, was doubtful, without Congress authorized similar acts with the United States, and these counter-irritants were actually put in force, to determine on which side the inconvenience was greatest. The great cry in the United Kingdom was: "Shall the United States be our ship-carpenters? Shall we depend upon a foreign nation for our navagation! In case of a war with them, shall we be without ships, or obliged to our enemies for them?" How much this nightmare of inability to cope with their late colonies in anything like a fair field was stimulated by the government is uncertain, but the authorities evidently used no efforts to allay it.

The effort to bring about the desired compromise continued, as Mr. Adams had judged it would, all the succeeding fall and winter. In January, 1786, Bowdoin wrote to Adams, in reply to a letter from him, that the navigation act of Massachusetts had been so modified as to be only operative against Great Britain, and copies of the repealing act had been sent to the executives of the other States in order to secure

^{*} Works of John Adams, viii, pp. 308-309.

tIn negotiation with the Portuguese ministers in November, 1785, Mr. Adams asked (viii, p. 340) if they did not want our sperm-oil. He replied that they had olives and made oil from them; they had no use for their own sperm-oil and sold it to Spain. "They had now," he said, "a very pretty spermaceti-whale fishery, which they had learned of the New Englanders, and carried on upon the coast of Brazil." According to the Boston News-Letter of April 21, 1774, the method of obtaining their knowledge was somewhat open to objections. (See p. 57.) In 1805, the Portuguese attempted to carry on the whaling business from Mozambique, and Timothy Folger, Francis Paddack, William Hull, and John Hillman, of Nantucket, went there to take charge of the fishery; but early in 1810 accounts were received at Nantucket stating that they had all been taken sick and died there.

harmony of action upon this point. In regard to the effect the existing English laws would have upon the interest which is under consideration here, he wrote: "It is very true, their encouragement of their whale-fishery, by suffering the alien duty on oil to depress ours, will increase their shipping in this branch, increase their seamen, and, in several other ways, be advantageous to them. To a person that looks no farther, it would appear that this was good policy; and the goodness of it would be inferred from the advantages arising. But when he should extend his view, and see how that stoppage of the American whale-fishery, by depriving the Americans of so much capital a means of paying for the woolen goods they used to take of Britain, must, at the same time, occasion the American demand to cease, or be proportionately diminished, not to mention the risk of a change or deviation of the trade from the old channel, he will calculate the national profit and loss that arises from that stoppage.

"Three thousand tons of oil was the usual annual quantity produced by the whalemen at Nantucket; all of which was shipped to England, at an average price of £35 per ton, making about £105,500. The whole of which went to pay for and purchase a like amount of woolens and other British goods; nine-tenths of the value of which are computed to arise from the labor of the manufacturer, and to be so much clear gain to the nation. The other tenth, therefore, being deducted, gives the national gain arising from the industry of the Nantucket whalemen, and the capital employed in that business, namely £94,500, without the nation's paying a shilling for the risk of insurance, or any other risk whatever.

"On the change of trade, pursuant to the new regulations, the British merchants must employ a large capital in the whale-fishery, whose products we will suppose equal to that of the Nantucket, £105,000. They will have made an exceeding good voyage, if the whole of that sum should be equal to one-half of the cost of the outfits; though, from many of the vessels not meeting with fish, and from a variety of accidents to which such a voyage is subject, it probably would not be a quarter. The whole of the product goes towards payment of the outfits and charges of the voyage, and a large sum must be advanced for the second voyage, &c.

"Now, although this mode of commerce would be productive of some national benefits, yet, considered in a comparative view with the benefits arising from the former mode, they would be found of little importance. A like comparison may be made with other branches of commerce, particularly the British West Indian, and the result will be found the same. For the sake, then, of gaining pence and farthings, Britain is sacrificing pounds by her new regulations of trade. She has a right to see for herself; but, unhappily, resentment and the consequent prejudices have so disordered her powers of vision, that it requires the skilful hand of a good political optician to remove the obstructing films

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If she will not permit the application of your couching instruments, or, if applied, they can work no effect, the old lady must be left to her fate, and abandoned as incurable."*

On the 21st of January, 1786, Mr. Adams, in a letter to Secretary Jay, writes: "It will take eighteen months more to settle all matters, exclusive of the treaty of commerce." † And thus it continued. Argument and persuasion had no effect. Convinced in spite of themselves, they still clung fondly, obstinately, perhaps foolishly, to their obnoxious laws. As late as November, 1787, Mr. Adams writes to Mr. Jay: "They are at present, both at court and in the nation at large, much more respectful to me, and much more tender of the United States, than they ever have been before; but, depend upon it, this will not last; they will aim at recovering back the western lands, at taking away our fisheries, and at the total ruin of our ravigation, at least." † Mr. Adams's position at the court of St. James was terminated, by his urgent request, soon after this, and the question of commercial relations between the two countries was still unsettled.

This state of affairs was scarcely such as would occasion the utmost harmony. The United States naturally resented this frigid manner of treating our overtures for friendship. In August, 1786, Mr. Jefferson, in a letter from Paris to Mr. Carmichael, writes: "But as to every other nation of Europe, || I am persuaded Congress will never offer a treaty. If any of them should desire one hereafter, I suppose they will make the first overtures."

But while America was exerting herself so unsuccessfully to be allowed to live on terms of civility with England, the whale-fishery carried on from within her borders was languishing.

Like the effect of the heat of the sun on the iceberg, so was the effect of foreign bounties upon the American fishery, dissolving it, breaking off a fragment here and a fragment there. Lured by the promise of English bounties, discouraged with the prospect in America, where the price for oil would scarely repay the cost of procuring it and where there was no

^{*} Adams, viii, 363-4, In his reply to Mr. Bowdoin, under date of May 9, 1786, Mr. Adams, after expressing surprise that such reasoning as his (Bowdoin's) has no effect on the English cabinet, writes: "Mr. Jenkinson, an old friend of the British empire, is still at his labors. He is about establishing a bounty upon fifteen ships to the southward, and upon two to double Cape Horn, for spermaceti whales. Americans are to take an oath that they mean to settle in England, before they are entitled to the bounty." In September, 1786, Mr. Adams writes to Mr. Jefferson from London, (viii, 440: "The whalemen, both at Greenland and the southward, have been unsuccessful, and the price of spermaceti-oil has risen above £50 per ton."

[†] Adams, viii, 363-4, 389.

[:] Ibid., 463.

 $[\]S$ Works of Jefferson, ii, 18. See also article on Jefferson, by Parton, in Atlantic Monthly for February, 1873.

^{||} Referring to Russia, Portugal, Spain, France, Sweden, Tuscany, and the Netherlands.

[¶] Jefferson, ii, 18.

(Jefferson, ii, 519.)

market for their chief staple, several of the people of Nantucket removed to the vicinity of Halifax, in Nova Scotia. There, in 1786 and 1787, they settled, building dwellings, wharves, stores, manufactories for sperm-candles and such other structures as were connected with their fishery, and calling their new settlement Dartmouth.* There they carried on the pursuit for several years prosperously, and gave promise of considerable commercial importance. But the disintegration which commenced at Nantucket continued at Dartmouth, and just as the settlement seemed about to become thrifty and important it began to become divided, pieces again split off, and the village, as a whaling-port, soon became a thing of the past. Those who were the earliest to remove from Nantucket soon grew uneasy of their new location, and having greater inducements offered them if they removed to England, again migrated, and settled in Milford Haven, from whence for many years they carried on the business with very considerable success. The parent died in giving birth to the child; Milford Haven flourished, but at the expense of Dartmouth's existence.

France did not view this transfer with indifference. The scheme for the building up of the fishery at Dunkirk by emigration from Nantucket having proven only partially successful,† it was desirable to inaugurate someother measures to prevent further increase of the business in England. A committee of gentlemen well informed in such matters was instructed to investigate and report on the subject of encouragement of a general commerce with the United States. It was evident that the American whalemen could not be induced to leave their native country if they could support themselves there. The natural inference was, if a market could be opened to their products which would replace the one closed, they would not emigrate. Accordingly upon this point the committee reported in favor of an immediate abatement of the duty upon oil and a promise of a further abatement after the year 1790. The letter of M. de Calonnes

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^{*} Works of Jefferson, ii, 518. Mr. Jefferson says, referring to a further hegira of the islanders: "A vessel was already arrived from Halifax to Nantucket, to take off some of those who proposed to remove; two families had gone on board, and others were going, when a tetter was received there which had been written by Monsieur le Marquis de Lafayette to a gentleman in Boston, and transmitted by him to Nantucket. The purport of the letter was, to dissuade their accepting the British proposals, and to assure them that their friends in France would endeavor to do something for them. This instantly suspended their design; not another went on board, and the vessel returned to Halifax with only the families." In 1796 Wm. Rotch & Son petitioned Congress to remit the excess of duties and tonnage charged then on two whale-ships by the collector of New Bedford, in consequence of their not being provided with United States registers. These were ships which sailed from Nantucket in 1787 and 1789, under registers from the State of Massachusetts, and were used in the Dunkirk fishery, returning to the United States in 1794, some years after the National Government had been in operation. The committee which was appointed to consider the petition reported favorably upon it, and the prayer was granted. (State Papers, vii, p. 411.) "Nine families only, of thirty-three persons in the whole, came to Dunkirk."-

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(who was in treaty with the Nantucket whalemen), recommending this, was immediately sent to America, and after careful investigation of the subject, the *arret* of the 29th of December, 1787, ratifying the abatement and promising a further one if the French King found such a proceeding of mutual benefit, was passed.

But the measure in this form had a contrary effect from what was intended. "The English," says Jefferson,* "had now begun to deluge the markets of France with their whale oils; and they were enabled by the great premiums given by their government, to undersell the French fisherman, aided by feebler premiums, and the American, aided by his poverty alone. Nor is it certain, that these speculations were not made at the risk of the British government, to suppress the French and American fishermen in their only market. Some remedy seemed necessary. Perhaps it would not have been a bad one, to subject, by a general law, the merchandise of every nation, and of every nature, to pay additional duties in the ports of France, exactly equal to the premiums and drawbacks given on the same merchandise, by their own government. This might not only counteract the effect of premiums in the instance of whale oils, but attack the whole British system of bounties and drawbacks, by the aid of which, they make London the centre of commerce for the whole earth. A less general remedy, but an effectual one, was, to prohibit the oils of all European nations; the treaty with England requiring only, that she should be treated as well as the most favored European nation. But the remedy adopted was to prohibit all oils, without exception." † And this on the 20th of September, 1788, only nine months from the passage of the former law.‡

Through the exertions of Jefferson this error, political as well as commercial, was remedied, and in December, 1788, the abatement of duties on oils was so arranged as to make the American and the French on the same footing, and cut off all danger of overstocking from European

t Jefferson, ii, 521. "The annual consumption of France, as stated by a person who has good opportunities of knowing it, is as follows:

	Tons.
"Paris, according to the registers of 1786	1,750
"Twenty-seven other cities, lighted by M. Sangrain	500
" Rouen	$312\frac{1}{2}$
" Bordeaux	375
"Lyons	1871
"Other cities, for leather and light	1,875

^{5.000}

^{*} Jefferson ii, 520.

[‡] Jefferson states (ii, 523) that before the war Great Britain had less than 100 vessels engaged in whaling, while America employed 309. (This does not take into account Sag Harbor, New York, nor the very important fishery from Newport, Providence, and Warren, in Rhode Island, which Mr. Jefferson, seems to have overlooked in his report.) In 1788 these circumstances were reverson, America employing 80, and Great Britain 314.

rivals, and in January, 1789, this arrangement received its legal ratification.*

The revival of the business in the United States, and the growing scarcity of whales in the waters heretofore mostly frequented, made the equipping of larger vessels a necessity, and from the sloops and schoolers which formerly composed the greater portion of the whaling fleet an advance was made to brigs and ships, and the field still farther extended.† The sperm-whale being of the most value, the effort to encompass his capture was greater; and he was pursued, as he fled from his old haunts, till the Pacific Ocean was attained. At Nantucket the number of vessels soon increased to such an extent that it became necessary to go abroad for men to man them, and some Indians and a large number of negroes were brought from the mainland to aid in filling the crew-lists. Ups and downs the business had then, as it ever has since. A presumed prosperity induced competition, the markets became glutted, and oil was sold at less than the cost of production. The price of whalebone became reduced to 10 cents per pound and less, instead of commanding a dollar as it did prior to the Revolution. The disturb ances between England and France, and the internal commotions to which the latter country was subjected, effectually annulled the effect of the French arret of 1789. So disastrously did these things affect whaling that the quarrels of France and England forced many Nantucket men to sell their vessels, others to dismantle and lay theirs up, while a few still held on, some making a little profit, the majority suffering a severe loss.

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^{*} Jefferson, ii, 539. When the Arret of 29th December, 1787, was drawn up, the first draught was so made as to exclude all European oils, but at the very moment of passing it, they struck out the word "European," so that our oils became involved. "This, I believe," says he, "was the effect of a single person in the ministry."

[†] Sag Harbor re-entered the business in 1785; New Bedford in 1787 or 1788. (See Returns of the Fleets.)

[†] In the Pacific the Americans had been preceded by the Amelia, Captain Shields, an English fitted ship, manned by the Nantucket colony of whalemen; and sailing for that ocean from London in 1787, her first mate, Archelus Hammond, killing the first sperm whale known to have been taken in that ocean.

In Jefferson's Report he enumerates three qualities of oil: 1, the sperm; 2, that from the ordinary right whales; 3, that from the right whales on the Brazil Banks, which was darker in color and of a more offensive odor when burned than from No. 2.

In 1791 six ships sailed for the Pacific fishery from Nantucket and one from New Bedford. In the mean time ships from Dunkirk, among them the Falkland, Capton, and the Harmony, had already performed their voyages, and in February, 1792, arrived at Dunkirk with full cargoes. It was the custom in those days to nearly fill with sperm, then return to the Atlantic Ocean and complete their load on the coast of Patagonia or on Brazil Banks, commanders preferring to round Cape Horn with a snugly loaded ship. The brig Sea Horse, Captain Mayo, which arrived at Cape Ann October 4, 1789, from a whaling voyage to Woolwich Bay, reported a very singular sinking of a point of land there, in sight of quite a large fleet both English and American, the water having a depth of six fathoms where just before was apparently solid land.

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In 1798* came the threats of disturbance between France and the United States. French privateers in the excess of their zeal preyed upon American commerce as well as upon that of the powers with whom they were in direct conflict. A large number of vessels fell victims to these depredators, and the friendly relations existing somewhat precariously between France and the United States became nearly supplanted by a state of actual warfare. The whaling interest, as usual, was among the earliest sufferers. Early in 1799 many parties in Nantucket sold their ships rather than fit them out at the risk of capture. News began to reach the island that vessels were already captured, and the business of the islanders both in fishing and trading almost ceased. Instead of fitting out a dozen ships for whaling but two or three were fitted, and sadness and gloom shrouded every face. The difficulties were finally adjusted and business resumed its old channels, but the losses which the unfortunate Nantucketers sustained by the unjustifiable, piratical depredations, though settled to the satisfaction of our Government and duly receipted for, with others, by the United States, have never been remunerated, while some of the unlucky owners, officers, and underwriters, in comfortable circumstances at the commencement of these troubles, lost their little property, the accumulations of years, and died in poverty.† These unauthorized captures were not

⁸ The Boston papers of 1796 reported that the Carisford frigate had arrived at the Caps of Good Hope from England with credentials constituting General Graig governor of the colony, the limits of which were to be so arranged as to cut off other nations from participation in the Delago Bay fishery.

t The subject of the French spoliations is one to which the people of Nantucket have been particularly sensitive. Isolated communities are more liable to feel that the injustice done to one is an injustice to all; hence, although comparatively few of the islanders suffered from the depredations of the French, or rather from the apparent breach of faith on the part of a government bound to protect them and their interests, all felt that seeming injustice as a personal matter. In a letter to the Hon. George McDuffle, giving an account of the claims of Nantucket in this behalf, published in the Warder of May 20, 1846, the following is described as the actual condition of the claimants and character of the demands:

"Ship Joanna, Coffin, taken with 2,000 barrels of oil on board; value of ship and cargo \$40,000; one of the original owners still living—seventy-five years old and poor; one of the crew also living, poor; the master and mate died recently, poor; children still surviving; claim never sold. Ship Minerva, Fitch, 1,500 barrels of oil on board; value \$30,000; one of the original owners living, sixty-eight years old, poor; master still alive, seventy-eight years old, with small means and many dependants; one of the crew alive, poor; claims never sold. Ship Active, Gardner, 3,000 barrels of oil on board; value \$50,000; same owners as Minerva with captain; Captain Gardner died two years ago at the age of eighty-five, leaving a large family and grandchildren; claims never sold. Ship Ann, Coffin, (in merchant service); loss of ship \$10,000; the captain left a large family alender circumstances; one of the underwritere died a few years since, in the almshouse, who, at the time of the capture, stood high smong Nantucket merchants; claims never sold."

Speaking in the interest of the whale-fishery, it may be safely asserted that the people of Nantucket view with regret and disappointment what they consider the gross injustice showed to them (with others) in putting off, upon untenable pretexts, the settlement of these demands. The stern logic of poverty and the almshouse is keener

confined exclusively to the French, for in 1800 the Spanish authorities at Valparaiso, emulating the hostility to a power ostensibly at peace with them, which the French had shown, seized and condemned the whale-ships Miantonomah, of Norwich, and Tryal, of Nantucket.*

From this time till the opening of the second war with England, whaling was pursued with a gradually-augmenting fleet. And this in the face of the uncertainties which the increasingly critical state of affairs between the United States and England occasioned. In 1802 Nantucket added five ships to her fleet, and New London sent her first large vessel,† and in 1806 the quantity of oil imported into the country was considerably in excess of the consumption.

The embargo act, of 1807, almost suspended the pursuit, not so much by actual proscription as because of the impossibility of effecting insurance upon the vessels, but it soon received another impetus on account of the prospect of a general peace throughout Europe.

The commencement of the war of 1812 found a large portion of the whaling-fleet at sea. Trusting that the causes of contention between England and America would be removed without the necessity of a final appeal to arms, many owners had fitted out their ships. This was particularly the case at Nantucket, from which port a large proportion of the fleet had sailed for the Pacific Ocean on voyages varying from about two years to two years and a half. With the reception of the news of the declaration of war a large portion of the vessels in the North and South Atlantic, and some of those in the Pacific, turned their prows homeward, hoping to make the home port before the seas swarmed with letters-of-marque and national vessels of war. Many of these vessels from Nantucket on arriving home sailed thence immediately for Boston, Newport, New Bedford, or some other fortified port, where they could ride out the storm of war in security. After the month of July, 1812, was ushered in, reports of the capture of whaling-vessels came thick and fast to Nantucket. § First came the news of the taking and burning of the schooner Mount Hope, David Cottle master. In quick succession they learned of the capture of the Alligator, Hope, Manilla,

than the sophistries of politicians. The Fox, of New Bedford, Captain Coffin Whippey, captured in 1796 with 1,500 whale and 500 sperm, was another case. In 1853 Captain Whippey—captured a second time in 1798—was living, but dependent upon charity.

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^{*} The Miantonomah was a new ship, on her first voyage.

In 1794 the ship Commerce, of East Haddam, was fitted for a whaling voyage, and sailed from New London on February 6 of that year. In 1770 Capt. Isaiah Eldridge, of the sloop Tryall, of Dartmouth, spoke, among other whalemen on the Davis' Strait ground, Thomas Wiccum, (Wiggin?) of New London.

t See Macy, 161-2-3.

[§] When war seemed inevitable the ship-owners of Nantucketheld a meeting to take into consideration the subject of how to best secure the fleet from capture. It was proposed to request the British minister at Washington to use his influence with his government to obtain from them immunity from capture of whale-ships belonging to the island. This plan was ultimately abandoned, the majority of the owners being of the opinion that "the prospect of success was too faint to warrant the attempt." (Macy 165.)

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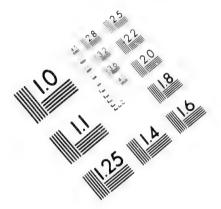
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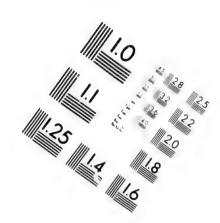
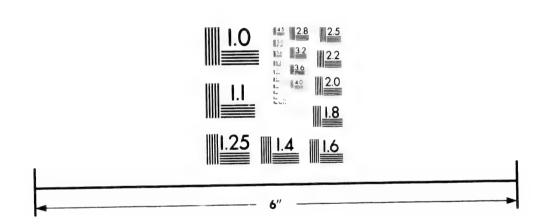


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Ocean (brig), Ranger, Fame, * Rose, Renown, * Sterling, Edward, Gardner, Monticello, Chili, Rebecca, and others, and it may be easily imagined that the prospect for the islanders had but little in it that appeared encouraging. New Bedford, too, although at this time her interest in this business was far less than that of Nantucket, suffered from the capture of her whaling-vessels.†

Again did war put an effectual stop to the pursuit of whaling from every port of the United States save Nantucket, and again were the inhabitants of that town, knowing no business except through their shipping, compelled to strive to carry their commercial marine through the tempest of fire as free from complete destruction as possible. A new source of danger presented itself. Prior to the declaration of war between Great Britain and America our whalemen on the coast of Peru ‡ had often suffered from piratical acts of the Peruvian privateers, being continually plundered and cut out from Chilian ports whither they had gone to recruit. The chronic state of affairs on this coast being one of war, the Government of the United States had sent the Hon. Joel R. Poinsett, of South Carolina, to those parts to see that American commerce was suitably protected, but for several months his remonstrances had been worse than useless. The declaration of war between England and the United States gave the Peruvian corsairs a fresh pretext for the exercise of their plundering propensities. They claimed that they were the allies of England, and as such were entitled to capture the vessels of any power with which she was at war. An expedition was equipped by the authorities of Lima and sent on its marauding way. This army succeeded in capturing the towns of Conception and Talcahuano. In the latter port was a large number of American ships, many of them whalemen, who, having obtained their cargoes of oil, had put in to recruit with provisions and water before making the homeward voyage. Among these were the ships Criterion, Mary Ann, Monticello, Chili, John and James, Lima, Lion, Sukey, Gardner, President, Perseverance, and Atlas, of Nantucket.

This was in April, 1813. These vessels were detained in the harbor by the Limian armament, which consisted of two men-of-war, with about

^{*}The Fame was used in the English fishery, and the Renown under the name of "Adam," while engaged in the same pursuit under the same flag, went ashore on Deal beach and bilged in 1824 or 1825.

In 1812 the brig Nanina, Capt. Valentine Barnard, of New York, sailed to the Falkland Islands on a sealing and elephant-oil cruise. The British ship Isabella having become wrecked, her crew were rescued by the Nanina, and showed their gratitude to Captain Barnard by seizing his vessel and setting him, with Barzillai Pease, Andrew Hunter, and E. Pease, of his crew, ashore on New Island, one of the group. A protest signed by the four was published in the Hudson Bee, and also in the supplement of Niles' Register for 1814.

[†] The ship Sally, Clark master, was captured while homeward bound with 1,200 barrels of sperm-oil on board. Value of vessel and cargo \$40,000. The Triton also was captured, involving a loss of \$16,000.

[†] These vessels belonged almost exclusively to New Bedford and Nantucket.

1,500 troops. Having found a bag containing about \$800 on board the President, they carried her captain, Solomon Folger, ashore under a guard and imprisoned the remaining officers and crew, excepting the mate, one boat-steerer, and the cook.

Learning of this condition of affairs, Poinsett immediately joined the Chilian army and directed its movements. On the 15th of May a battle was fought between the contending forces near the town of San Carlos, but when the day had closed neither side could claim the victory. Taking advantage of the cover of the night, Poinsett put himself at the head of 400 picked men, with three pieces of light artillery, and, leaving the main body, marched directly to Talcahuano, whither the enemy had withdrawn. The town was immediately carried by storm and the detained whalemen were released.* Some of the ships having had their papers destroyed, Poinsett furnished them with consular certificates. The friendly regard for the United States which diplomatic address and persuasion had been unable to obtain, were secured in a much shorter time and probably far more efficaciously by force of arms, and Lima yielded to muskets and cannon the respect she had been unwilling to concede to the seal of the Department of State. Her depredations on American commerce did not, however, entirely cease until the advent of Captain Porter in those waters.† Soon after this the United States Government, realizing the defenseless condition of our commerce in the Pacific, dispatched Porter to that locality to protect our interests. Up to the time of the capture of his vessel he had not only done all in his power in this direction, but had effectually destroyed the English whale-fishery in those seas, and so turned the tables upon the enemy who had sent out his whale-ships well armed and manned to perform the same kindly office toward our whalemen.;

Up to the latter part of the year 1813 the people of Nantucket had fished unmolested both for cod-fish and for humpback whales on the shoals at the eastward of the island, and by this means eked out a livelihood which was beginning to be quite precarious, but this resort was now taken from them. An English privateer, during the fall, appeared among

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^{*} See Nantucket Inquirer, August 9, 1824; also Inquirer and Mirror, September 14, 1872. In the latter paper is an account of the affair written by Captain Nathaniel Fitzgerald, one of the crew on one of the detained whalers.

[†]The Walker, of Now Bedford, was captured by an English armed whale-ship, but recaptured by Porter. The Barclay, of New Bedford, also was captured by the Peruviaus, and recaptured by Porter.

[†]So far as operations in the Pacific were concerned, the English went out to shear but "returned shorn." Wherever our sailors went ashore in foreign ports and met English seamen, a melee was a frequent occurrence. An amusing instance is related of the officer of a whaling-vessel incurring the displeasure of an English naval officer in one of the South American Pacific ports, by his zeal in behalf of his country. A challenge was the result. The American being the challenged party, had, of course, the right to a choice of weapons, and being most familiar with the harpoon, chose that. They met according to the preliminaries and took their positions. For a moment the English officer stood before the poised harpoon of our whaleman, then gave in, and the proposed combat was deferred.

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b English went out to shear e in foreign ports and met amusing instance is related of an English naval officer a behalf of his country. A leged party, had, of course, ith the harpoon, chose that sitions. For a moment the the fleet, capturing one Nantucket vessel, and driving away the remainder. In this dilemma a town-meeting was assembled and a petition prepared and forwarded to Congress representing the situation there, and praying that some arrangement might be entered into "whereby the fisheries may be prosecuted, without being subject to losses by war."* But no adequate relief was afforded, and the people found the history of their sufferings during the Revolution repeating itself with a distressing pertinacity and fidelity, and they bade fair to perish of starvation and cold. They eventually succeeded in obtaining permission to import provisions, but attempts to get leave to sail on whaling voyages, coupled with immunity from capture, were unsuccessful.

The return of peace effected for them the protection that all negotiations had failed to secure. Early in February, 1815, news came to Nantucket that the war was over, and immediately all was hurry and bustle. The wharves, lately so deserted, teemed with life; the ships, lately dismantled, put on their new dress; the faces of the people, lately so disconsolate, were radiant with hope. In May two ships fitted and sailed on their voyages; by the last of June this number was increased to nine; by the 1st of August eighteen had gone, and by the 31st of December over thirty ships, brigs, schooners, and sloops were pursuing the leviathans in the North and South Atlantic, the Indian and Pacific Oceans. On the 9th of July, 1815, the first returning whaling-vessel arrived at Nantucket; in all probability this was the first arrival at any port in the United States after the war. This vessel was the sloop Mason's Daughter, which, after a six weeks' voyage, returned with 100 barrels of oil.

From this period the business rapidly increased in extent. Nantucket, which, during the war of 1812, had had its fleet of whale-ships reduced from forty-six to twenty-three, by the last of December, 1820, possessed seventy-two whale-ships, (with an aggregate of 20,449 tons,) besides several brigs, schooners, and sloops,† The same success which had

*November 26, 1813. Macy, 177. In an official report Captain Porter gives the following list of his captures, chiefly vessels, as he says, engaged in the British sperm-

name namely i	Tons.	Men.	Guns.
Montezuma	270	. 21	2
Policy	175	26	10
Georgiana	280	25	6
Greenwich	388	25	10
Atlantic	355	24	8
Rose	220	21	. 8
Hector	270	25	- 11
Catharine	270	29	8
Seringapatam	357	31	14
Charlton	274	21	10
New Zealander	259	23	8
Sir A, Hammond	301	31	12

†Journal of Obed Macy. See also Degrand's report. Degrand said: "When we consider the numerous other vessels engaged in the coasting and other commercial

advanced Nantucket so rapidly served to stimulate other ports, and New York, Long Island, New London, Cape Cod, Boston, and more particularly New Bedford, entered more vigorously into competition,* and but a few years elapsed before the latter port, which was an offshoot, a child as it were of Nantucket, had far outstripped the extremest growth of the parent. In the mean time the same love of adventure, the same longing to explore new fields, the same yearning to more speedily return home with a full cargo, that sent our whalemen from home to the West Indies and the Cape de Verdes, from the Cape de Verdes to the shores of Africa and Brazil, to the Falklands and the coast of Patagonia, from Patagonia to the Pacific coast of South America, urged them still further.† In 1818 Capt. George W. Gardner, in the ship Globe of Nantucket, steering west from the old track, found, in latitude 50 to 100 south and longitude 105° to 125° west, a cruising ground where the objects of his search seemed to exist in almost countless numbers. This he termed the "Off-shore Ground," and, within two years, more than fifty ships were whaling in the same locality.

The next cruising ground was off the coast of Japan. Having received word from Captain Winship, of Brighton, Mass., who had friends at Nantucket, that on a recent voyage from China to the Sandwich Islands he had seen large numbers of sperm-whales on that coast, Captain Joseph Allen, in the ship Maro, was dispatched there in the fall of 1819. In 1821 six or seven ships were cruising in this vicinity, and in the following year ‡ more than thirty visited that field.

The grouping of whalemen upon the various grounds as they were discovered soon caused the slaughter or dispersion of the whales, and as a necessary consequence new fields must be opened up to supply the demand that had become rapacious. Since the close of the war of 1812, not only had the number of vessels in the various recognized whaling ports become greatly augmented, but every year witnessed the creation of new ports from whence this crusade against the whale was relentlessly pursued. Our vessels spread in their courses rapidly to all parts of the Pacific, and hundreds of islands received their first visit from

trade of the island; the small number of inhabitants it contains, and that the island itself is but a speck upon the bordering waters of our republic; and moreover, that almost the whole of their shipping was captured or destroyed so lately as the last war; we are struck with admiration at the invincible hardihood and industry of this little active, enterprising and friendly community, whose harpoons have penetrated with success every nook and corner of every ocean."—(Niles' Register, December 2, 1820.)

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^{*} This competition was also entered into by France and England, more particularly by the latter. (Macy, 214.)

t Capt. George Swain, 2d, of the ship Independence, which sailed from Nantucket in 1817, asserted, on the return from his voyage in 1819, what no ship would ever fill with sperm-oil again. A similar assertion had been made in 1789, when the ship Ranger, Captain William Swain, returned to Nantucket with a cargo of over 1,000 barrels of whale-oil. Her captain thought no other vessel would ever succeed in obtaining so large a cargo.

t The Maro returned in March, 1822, with 2,425 barrels of sperm-oil.

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white men from the adventurous captors of these cetaceans.* navigation of those waters was then a far different thing from what it at present is. The sea was comparatively unknown; what charts there were in existence were full of inaccuracies, and the first intimation that many a vessel had that she was sailing on dangerous ground was the splash of the breakers close at hand, or the grinding of her keel upon the treacherous rocks. Nor were the dangers of the seas the only risks which they experienced. The natives of many of the numerous groups of islands, with which the Pacific is so thickly studded, were more relentiess than the waves, more treacherous than the reefs, and after the first emotions of surprise and awe the firing of a gun caused among them were over, woe to the ill-fated crew which fell into their clutches, It must be acknowledged that, in far too many cases, their barbarities were perpetrated in revenge for injuries received at the hands of some preceding ship's crew, t but they were not punctillious as to whether the actual culprit was punished or one of his kind—they warred against the race and not individuals. Many vessels carried with them the various gewgaws which would please the savage eye for the purpose of trading among the islands, and these, in cases where the natives were not sadly overreached, served to excite their cupidity and invite attack.

So large a portion of our fishing-fleet visited the Pacific that the United States was finally forced, when petition after petition had been sent to Congress, to send an exploring expedition to those seas, the ostensible purpose of which was to render the navigation of that ocean more secure as well in respect to the dangers of the land as in regard to those of the sea.

In 1828 four ships were sent from Nantucket to the coast of Zanzibar

*Hundreds of islands in the Pacific Ocean were first made known to civilization and first located upon charts by whalemen, and the captains of whale-ships were eagerly consulted when exploring expeditions to these seas were to be undertaken. Wilkes and Perry both were indebted to these hardy, adventurous mariners, and in the compilation of his great work on "Ocean Currents," Maury was in constant communication with them. That these favors reacted to the benefit of our whalemen is true; thus in December, 1858, Professor Agassiz, in a letter to the American Geographical Seciety, encouraged the Polar expedition then agitated in the following words: "I beg to add a word with regard to Dr. Hayes' Expedition,—I consider it as highly important, not only in a scientific point of view, but particularly so for the interests of the whale fisheries." He considered the habits of the whale as sure evidence of an open sea, "and the discovery of a passage into that open water which would render whale-fishing possible during the winter, would be one of the most important results for the improvement of whale-fishing."

tThus Davis mentions (Ninrod of the Sea, p. 343) speaking a ship from London which had put in to the Marquesas I-lands. While there three of the crew deserted. The captain of the English ship demanded of the chief that he return the deserters under reprisal, which demand was refused. Thereupon the master of the whaleman double-shotted his nine-pound gnus, fired a round into the midst of the crowded grass buts composing the village, and carried off three of the Marquesaus. "We Christians," continues Davis, "must not be unduly shocked when we hear of retaliation by

for sperm whales, and they cruised in the vicinity of the Seychelle Islands, and off the mouth of the Red Sea. Indeed, such was the vigor with which the new haunts were sought for that one adventurous captain even invaded the Red Sea itself in the pursuit of his occupation.

In the year 1835 commenced that period of whaling which might be termed its Golden Age, for during the next decade the whale-fishery assumed its greatest importance and reached the zenith of its commercial value. In this year (1835) the ship Ganges of Nantucket, Barzillai T. Folger, master, took the first right whale ever taken on the Kodiah ground. This was the commencement of this fishery on the northwest coest. From this period the fleet rapidly augmented in size to the year 1846, when there belonged to the various ports of the United States 673 ships and barks, 35 brigs, and 22 schooners, with an aggregate capacity of 233,189 tons, and valued at \$21,075,000.†

In 1843, the first bow-head whales taken in the North Pacific were captured on the coast of Kamschatka by the ships Hercules, Captain Ricketson, and Janus, Captain Turner, both of New Bedford.‡

In 1848, Captain Royce, in the bark Superior, of Sag Harbor, passed through Behring's Straits, and performed a good season's work. Being the first whaler in those seas he found the whales comparatively tame and easy to strike. In this high latitude, § at the season of his whaling

the savages on the next ship's crew that falls into their power." And this atrocious treatment of the unoffending South Sea Islanders was by no means limited to English captains. Many seamen were eventually to be found upon these various Pacific islands who had deserted or been discharged from their thips. Some of them, scoundrels under any circumstances, became leaders of the natives in their attacks upon trading and whaling vessels; some of them became influential men upon the islands, both by means of their superior civilization and through marriage with dusky maidensdaughters of the chief men of the islanders. One of the most marked cases of this latter kind was that of David Whippey, who left a Nantucket whaling-vessel while at the Feejee Islands, about the year 1839, and, making himself friendly and useful to the chiefs, soon became a most important man among them. According to the custom there he acquired several wives, (albeit he is said to have left one behind him in Nantucket,) and became father of a numerous family. He was appointed one of the United States vice-consuls, and for many years was of great service to our Govern-

* The ship Columbus. (Scammon's Marine Mammalia, p. 212.)

† The foreign whaling-fleet at this time numbered 230 vessels. (Scammon, 213.)

‡ Scammon, p. 213. Davis says (p. 388) the value of the "bow-head" whale was not at first recognized. According to his account Capt. George A. Covill, of New Bedford, first learned their value, and his discovery was somewhat accidental. For lack of sperm whales they struck one of this species in the Ochotsk, and killed him with but little trouble. Before cutting in they judged he would make about seventy barrels of oil, but to their surprise he turned out one hundred and fifty, with bons in proportion. There is some question as to this priority of Captain Covill's. Capt. J. H. Swift credits the French ship Asia with being the first, and Captain Royce advances the same claim for the American ship Huntsville. (See Scammon, note, p. 60.)

§The following extract from the log of the Saratoga, of New Bedford, Capt. Harding, will serve to show to how high a northerly point whaling was pushed: "September!, 1851, latitude 71° 40' N., longitude 150° 40' W.; 71 N., the depth of water was 6 fathoms

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there, the pursuit could be made at any hour of the twenty four; in fact, the first whale taken was captured at 12 o'clock at night. The fle' thus opened was speedily vexed with the keels of our adventurous whalemen, and within the next three years two hundred and fifty ships had obtained cargoes of oil there. The season for Arctic whaling is short, and the pursuit of the whale at times extremely dangerous. Often, when struck, the wounded animal makes for the ice, and, unless killed before that barrier is gained, escapes with the harpoons and lines. Fogs are frequent and dense, and while these last the ringing of bells, firing of guns, blowing of horns, and pounding on empty casks, as the ships pierce through the mists, indicate their position as well to avoid collision with each other as to recall the missing boats, if any are out. It frequently happens that the crew of such a boat will fail to find their own ship, and will meet with some other; in which case they have no hesitation in repairing on board the stranger, there to remain until the fog lifts and they can find their own vessel.*

The fishery continued with varying success until the year 1847. Fluctuations in the business were constant, and with many ports the tide of success seemed to ebb and flow with quite as measured a rythm as the alternating rise and fall of old ocean. A few years of success overstimulated the business, new ships were added, and the natural result of overstocking the market and a fall in prices ensued. This was quite as much the case in 1830, when the imports of oil amounted

Proceeding to the northward and eastward the depth of water gradually increased to thirty fathoms. Experienced here severe gales, with a beat of 15 miles between packed ice, to the northward and eastward. In the bite saw whales in great numbers, gradually working north." Captain Beechey, in the Blossom, in 1826 reached 70° 30′, and explored with boats to 71° 25′. The Saratoga, therefore, went 15 miles farther north than the Blossom's boats. The following table taken from the Honolulu Friend of October 15, 1849, gives a record of thirteen Arctic whalers in the year, showing the amount of oil taken, the number of whales captured, the highest latitude attained, and the dates when the first and last whales were obtained:

Ship.	Barrels of oil.	Number of whales.		First whale.	Last whale,	
Junior Jeannette Two Brothers Marengo Metacom lease Hicks Electra Margaret J. Maury Catharine washington Omega Total	1, 900 1, 200 1, 000 2, 000 1, 600 800 350 1, 350 1, 000 1, 450 1, 550 1, 650	11 8 6 14 13 4 9 7 9 16 12 9	660 670 407 680 107 690 670 690 507 670 307 680 307 680 307 680 307 680 307 680 307 680 307	June 5 July 13 July 14 June 25 June 1 July 19 July 7 July 21 July 12 June 28 July 18	Aug. Aug. Aug. Aug. Aug. Aug. Aug. Aug.	10 14 20 16 16 16 16 17 17 17 17 18 17

^{*}Scammon, p. 63. See, also, a very interesting series of articles by William H. Macy, esq., entitled "My Cruise in the Arctic," published in the Nant. Inq. and Mir., 1876.

to 106,829 barrels of sperm and 86,274 barrels of whale, as in 1845, when 157,917 barrels of sperm and 272,730 barrels of whale were brought in.* Then came losses, and as whales became more scarce and voyages were more prolonged and far more expensive, these reverses became more and more serious, until individual owners dropped out of the corporations, corporations became extinct in the ports, and finally the ports themselves became disconnected with the business.†

The war of the rebellion came with a suddenness that was entirely unexpected to the larger portion of the people of the North. The ignis fatures of compromise beguiled them on with illusory hopes of peace, and when the storm finally burst it found them wholly unprepared. No special commercial interest was in a poorer state to withstand war than the whale-fishery. Ships were in various portions of the Pacific, on voyages averaging nearly four years, and were gone from port months at a time. If they were communicated with, the remedy was scarcely better than the disease. To go into port and there lay idie was quite as disastrous—even more so—to the owners than to continue their perilous calling at the hazard of capture by southern privateers.

But whalemen in the Pacific continued for several years unmolested. Those engaged in rebellion were unable to fit out the throng of privateers which their disposition prompted them to do. The first vessels of the fleet they were the Joh the last Balize, verly the cargoes, three m left to s

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^{*}A similar and somewhat ludicrous case (as viewed in our present light) occurred in the early history of the cotton factory of the Boston Manufacturing Company. Not many years after its establishment, at one of the corporation dinners, a prominent director expressed great alarm arising from a dread that the mill at Waltham would prove an unfortunate speculation, because of its prospectively overstocking the market. Then there were probably not half a dozen cotton factories in the country. The time is within the memory of people who are not yet what would be called old when the little town of Weston, in Massachusetts, could overstock the boot and shoe market of Boston.

In 1840, the English made an effort to revive the southern whale-fishery. Some merchants were incorporated under the name of "The British Southern Whale Fishery Company," and an attempt was made to establish a colony at the Auckland Islands, having in this company its recognized head, but dissensions arose as to jurisdictions, and the design fell through.

tions, and the design tell through.

† In 1850, San Francisco became a whaling port. On the 13th of December of that year the Popmunnett (an old whaler) sailed from there on a whaling voyage to the Gallipagos Islands and coasts of Peru and Chili. The bark Sarah soon followed her on a sperm whaling voyage, intending to obtain a cargo and carry it to the Eastern States. In 1855, two stock companies were formed at Monterey and Croscout City for the prosecution of shore whaling. Boats were kept in constant readiness to put out in chase when a school of whales appeared. Quite a successful business was pursued in

In Jannary, 1858, the freighter, John Gilpin, with a large cargo of oil, was wrecked and sunk off Cape Horn. On the 1st of January, 1861, the Congress, of New Bedford, while cruising between Cape Leurwin and Bull Head, picked up a cask of oil, covered with barnacles, a relic of the wreck of the John Gilpin. In three years this cask had drifted east by north 7,780 miles. In February of the same year, 150 miles from New Holland, two other casks from the same cargo were picked up, having, in their three years of wandering, drifted from longitude 70° west to longitude 111° 15′ east.

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ge cargo of oil, was wrecked c Congress, of New Bedford. ted up a cask of oil, covered In three years this cask bad be year, 150 miles from New 1 up, having, in their three ogitude 111° 15' cast. the fleet to suffer from the depredations of such letters-of-marque as they were able to equip were three Atlantic whalers from Provincetown, the John Adams, Mermaid, and Parana, the first two schooners and the last a brig. They were captured when about 90 miles south of Balize, within the period of two hours, by the privateer Calhoun, formerly the tug-boat W. H. Webb, of New York. The vessels with their cargoes, about 215 barrels of sperm oil, were burned, and the sixty-three men composing their crews were taken to New Orleans and there left to shift for themselves.*

Several rebel privateers were soon cruising on the Atlantic whaling-grounds, and in the track of outward and homeward-bound Pacific whalers. They adopted a device to ensuare their victims, which can but be severely reprobated as inhuman. Capturing a vessel they waited until night had fallen upon the scene, and then, firing her, they pounced upon the unfortunates who, obeying the natural impulses of humanity, bore down for the burning craft to save the lives they believed to be endangered. In this way several whale-ships fell victims to this atrocious device.†

Naturally, with these risks staring them in the face, the owners were in no haste to refit such of their returning vessels as evaded rebel cruisers. Ships were sold, transferred to the merchant service, or laid up to await a change in affairs. Some in the Pacific were put under the Hawaiian flag. Of those sold, forty were purchased by the United States and formed the larger portion of the two famous stone fleets, which, in 1861, were sunk off the harbors of Charleston and Savannah to prevent the entrance of blockade-runners and the ingress and escape of privateers.‡

* In 1861.

†Thus were captured and burned by the Alabama the ships Benjamin Tucker, Osceola, Virginia, and Elisha Dunbar, of New Bedford, Ocean of Sandwich, Alert of New London, and schooners Altamaha of Sippican and Weather Gage of Provincetown, all of whom, attracted by the burning of the Ocean Rover of Mattapoisett, hastened to rescue the shipmates whose lives they believed to be imperilled.

† Among these vessels were several famous China and European merchantmen. The Herald, formerly of Boston, was nearly one hundred years old. (F. C. S., in Boston Advertiser, December 20, 1871.) Another famous ship was the Corea, which was formerly an armed store-ship belonging to the English navy, and came to this country during the Revolution loaded with stores. A storm arising, she sought shelter in Long Island Sound. This fact soon became known to our Yankee fishermen, and they determined to capture her, and accordingly about a hundred of them, well armed, left New Bedford in a small vessel for that purpose. Coming within sight of the Corea all hands, except four men and a boy, were sent below, the vessel soon reached the fishing-ground, and, to all appearance, the five on deck were soon engaged in innocent piscatorial employments. The Corea ran down toward them and fired a gun, at which summons our fishermen stood for the storeship, and coming within hail were ordered alongside. Grumblingly they obeyed and were despoiled of their fish, while the Corea's crew crowded around curious to see the prize. At this juncture one of the captive fishermen threw some fish out of one of the ports upon the schooner's deck and at the signal the secreted men swarmed up from below. Before the astonished

In 1865 the privateer steamer Shenandoah entered the Pacific Ocean, and on the 26th of June she captured and burned five ships and barks in Behring's Straits.* On the 27th of June the ship Brunswick, of New Bedford, having got jammed in the ice, those of the fleet that were near went to her assistance. The wind dying away, they anchored close to each other. The next morning the Shenandoah appeared upon the scene and captured and destroyed nine of them. Among these was the bark Favorite, of Fairhaven, Capt. Thos. G. Young, a man between sixty and seventy years of age, but full of courage and determination. It was no part of his creed to see his ship (in which he was part owner) given up without a struggle, however great the odds or however hopeless the resistance. Accordingly he loaded all his bomb-guns and firearms and took a position on the cabin roof. As the Shenandoah's boat came alongside he ordered her officer to "stand off," an order which, when he saw the look of mischief in the captain's eye, he prudently obeyed, and lost no time in returning to his vessel to report his lack of progress. The commander of the privateer had perceived the action of the boat, and ordered a gun trained upon the whaler and that his ganner should fire low. In the mean time the officers of the Favorite, deeming resistance as worse than useless, urged Captain Young to desist, assuring him that it was only a fruitless sacrifice of his life, to which the captain replied that he would die willingly if he could but shoot Waddell, who commanded the Shenandoah. Finding remonstrance useless, the officers secretly removed the caps from the loaded arms, removed the ammunition not already in the guns, and took to the boats, leaving the heroic old captain to defend the castle, in which his entire property was invested, alone.

The gun from the Shenandoah was not discharged, as the returning boat was in range; and when it had reached the steamer Waddell had changed his mind, and ordered another boat to capture the obdurate skipper. As she came alongside, the officer in charge ordered Captain Young to haul down his colors. In language more forcible than polite

Englishmen could recover their senses their vessel was a prize. She was taken to New Bedford and discharged, and some years after the war she was added to the whaling fleet. The first "stone fleet" consisted of the Archer, Courier, Cossack, Frances, Henrietta, Garland, Herald, Kensington, Leonidas, L. C. Richmond, Maria Theresa, and South America of New Bedford, Amazon, Harvest, and Rebecca Sims of Fairhaven, Potomac of Nantucket, American of Edgartown, Corea, Fortune, Lewis, Phœnix, and Tenedos of New London, Meteor and Robin Hood of Mystic, and Timor of Sag Harbor. In the second fleet were the following whalers: America, Edward, India, Valparaiso, and Majestic of New Bedford, Montezuma, New England, and Dove of New London, Mechanic and William Lee of Newport, Emerald and Noble of Sag Harbor, Messenger of Salem, and Newburyport of Gloucester. Many of these had been noted ships in their prime; some of them European packets, others in the China trade, &c.

*The Isabella, Gypsey, Catharine, General Williams, and Wm. C. Nye. Tho: exptured on the 27th were the Hillman, Isaac Howland, Nassau, Brunswick, Wu Martha 2d, Congress, Favorite, and Covington.

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he replied, "I'll see you d—d first." "If you don't," said the officer of the boat, "I'll shoot you." "Shoot and be d—d," returned the imperturbable Young. The crew of the boat were now ordered to board the Favorite; and as the captain pulled the trigger to his gun and ineffectually endeavored to explode the charge, he saw the defenceless condition in which he had been left, and realized that he had nothing to do but to surrender. His inhuman captors, who were unable to appreciate bravery, put him in irons in the topgallant forecastle, and robbed him of his money, his watch, and even of his shirt-studs.

Capt. Ebenezer F. Nye, of the ship Abigail, of New Bedford, which ship was also captured and burned in the Ochotsk Sea by the Shenandoah in June, manned two boats before his ship was in the privateer's possession, and started for the rest of the fleet to warn them of the impending danger.

In all, the Shenandoah captured and burned thirty-four ships and barks, and captured and bonded the Milo, the General Pike, and the James Maury, of New Bedford, and the Nile, of New London.

During the war for the maintenance of our national integrity, the seaport towns responded with the utmost alacrity to the calls for men and for money. Our gallant whalemen hastened to defend the flag, and enlisted in large numbers in the Navy as more congenial with their inclinations. A large portion of the officers in this branch of our service had gathered their experience on the deck of a whaler, and tested their courage in a whale-boat; and it is safe to assert that no braver men defended and no more experienced seamen navigated those castles of oak and of iron that sustained in these later years the renown our Navy won in the war of 1812.*

The rebellion over, renewed activity took place in the whaling world. Ships that had been laid up were rigged and sent away, and new ships were again added to the fleet. The business was carried on with caution, for the inroads made upon the trade by the general use of coal-oils were becoming matters of serious consideration.

In the fall of 1871 came news of a terrible disaster to the Arctic fleet, rivaling in its extent the depredations of the rebel cruiser. Off Point Belcher thirty-four vessels lay crushed and mangled in the ice; in Honolulu were over twelve hundred seamen who by this catastrophe were shipwrecked.

Early in May the fleet arrived south of Cape Thaddeus, where they found the ice closely packed, and the wind blowing strong from the northeast.† This state of affairs continued during the most of the

[&]quot;A meeting of the whaling-agents in Payta was held, at which they offered both money and personal service in support of the Union. The whalemen were at this time advised to cruise in companies.

[†] Harper's Weekly, December 2, 1871.

The following table, copied from the New Bedford Shipping List, will show the number of vessels in the North Pacific each year, and the rise and decline of the fishery in

month. June came in with light and variable winds and foggy weather; but the ice opening somewhat, the ships pushed through in sight of Cape Navarine, where they took five or six whales, and for a short time heard many more spouting among the ice. About the middle of June the ice opened still more, and the fleet passed on through Anadir Sea, taking a few whales as they went. By the 30th of June the vessels had passed through Behring's Straits, preceded by the whales. Waiting the further breaking up of the ice, they commenced catching walruses, but with comparatively poor success. During the latter part of July, the ice disappearing from the east shore south of Cape Lisburne, the fleet pushed on to the eastward, following the ice, the principal portion of which was in latitude 69° 10'. A clear strip of water appearing on the east shore, leading along the land to the northeast, they worked along through it to within a few miles of Icy Cape. Here some of the vessels anchored, unable to proceed farther on account of the ice lying on Blossom Shoals.

About the 6th of August the ice on the shoals started, and several ships got under way. In a few days most of the fleet was north of the shoals, and, aided by favorable weather, they worked to the northeast as far as Wainwright Inlet, eight vessels reaching there on the 7th. Here the ships either anchored or made fast to the ice, which was very heavy and densely packed, and whaling was carried on briskly for several days, and every encouragement was given for a favorable catch. On the 11th of August a sudden change of wind set the ice inshore, catching a large number of boats which were cruising for whales in the open ice, and forcing the ships to get under way to avoid being crushed. The vessels worked inshore under the lee of the ground ice, and succeeded, despite the difficulties of the situation, in saving their boats by hauling them for long distances over the ice, some of them, however, being badly stoven. On the 13th the ice grounded, leaving a narrow strip of water along the land up to Point Belcher. In this open water lay the fleet anchored or fast to the ice, waiting for the expected northeast wind that

those seas. The locality includes the water between the Asiatic and American coasts north of 50° north latitude:

Year.	No. of ships.	Average barrels.	Total barrels.	Year.	No. of ships,	Average barrels.	Total barrels.
837) 640 641 642 643 643 643 644 644 645 646 644 645 646 646 646 646	3 20 29	1, 400 587 1, 412 1, 627 1, 349 1, 528 953 869 1, 059 1, 164	2, 800 1, 760 28, 200 47, 200 146, 800 259, 510 250, 600 273, 800 187, 443 185, 256	1858 1859 1860 1861 1863 1863 1864 1865 1866	32 43 68 59 95	620 535 518 724 610 857 523 617 598 640	121, 656 94, 160 62, 678 55, 024 19, 526 36, 010 35, 490 36, 495 57, 620
630 851 852 853 853 854 855 856 856	133 144 138 278 238 231 217 178 143	1, 334 1, 692 626 1, 343 912 794 873 822 796 <u>1</u>	206, 850 243, 648 86, 366 373, 450 217, 056 184, 063 189, 579 146, 410 113, 900	1668	43 46 40 27 29	708 890 1, 069 729 665 915 1, 374 656	43, 236 38, 275 49, 203 15, 000 19, 686 19, 300 20, 126 21, 986 5, 250

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ed northeast wind that siatic and American coasts

No. of abips.	Average barrels.	Total barrels.
196	620	121, 650
176	535	94, 100
121	518	62, 678
76	724	55, 024
33	610	19, 525
42	857	36, 010
68	533	35, 490
59	017	36, 415
95 90	884	ā6, 92 5
61	640	57, 620
43	708	43, 230
46	890	38, 275
40	1, 069	49, 203
27 1	729	15, 000
29	665	19, 680 19, 300
22	915	20, 120
16	1, 374	21, 980
8	656	5, 250

was to relieve them of their icy barrier, whaling constantly being carried on by the boats, though necessarily under many adversities.

On the 15th of August the wind came around to the westward, driving the ice still closer to the shore and compelling the vessels to work close in to the land. The drift of the ice inland was so rapid that some of the vessels were compelled to slip their cables, there being no time to weigh anchor. By this event the freet was driven into a narrow strip of water not over half a mile in width at its widest part. Here, scattered along the coast for 20 miles, they lay, the water from 14 to 24 feet deep, and ice as far as the lookouts at the mastheads could see. Whaling was still carried on with the boats off Sea-Horse Island and Point Franklin, although the men were obliged to cut up the whales on the ice and tow the blubber to the ships.

On the 25th a strong northeast gale set in and drove the ice to a distance of from four to eight miles off shore, and renewed attention was given to the pursuit of the whale. Up to this time no immediate danger had been anticipated by the captains beyond that incidental to their usual sojourn in these seas. The Esquimaux, nevertheless, with the atmost friendliness, advised them to get away with all possible speed as the sea would not again open, but this was contrary to the Arctic experience of the whalemen, and they resolved to hold their position.

On the 29th began the series of conflicting circumstances resulting in the destruction of the fleet. A southwest wind sprang up, light in the morning, but freshening so toward evening that the ice returned inshore with such rapidity as to catch some of the ships in the pack. The rest of the fleet retreated ahead of the ice, and anchored in from three to four fathoms of water, the ice still coming in and small ice packing around them. The heavy floe-ice grounded in shoal-water and between it and the shore lay the ships, with scarcely room to swing at their anchors.

On the 2d of September the big Comet was caught by the heavy ice and completely crushed, her crew barely making their escape to the other vessels. She was pinched until her timbers all snapped and the stern was forced out, and hung suspended for three or four days, being in the mean time thoroughly wrecked by the other vessels; then the ice relaxed its iron grip and she sunk. Still our hardy whalemen hoped that the looked-for northeasterly gale would come, and felt greater uneasiness on account of the loss of time than because of their present peril. Their experience could not point to the time when the favoring gale had failed to assure their egress. Nothing but ice was visible offshore, however, the only clear water being where they lay, and that narrowed to a strip from 200 yards to half a mile in width, and extending from Point Belcher to two or three miles south of Wainright InJet. The southeast and southwest winds still continued, light from the former and fresh from the latter direction, and every day the ice packed more and more closely around the doomed vessels.

On the 7th of September the bark Roman, while cutting in a whale, was caught between two immense floes of ice off Sea-Horse Islands, whence she had helplessly drifted, and crushed to atoms, the officers and crew escaping over the ice, saving scarcely anything but their lives.

The next day beheld the bark Awashonks meet a similar fate, and a third fugitive crew was distributed among the remaining ships. The peril was now apparent to all; the season was rapidly approaching the end; the ice showed no signs of starting, but on the contrary the little clear water that remained was rapidly filling with ice and closing around them. Frequent and serious were the consultations held by the captains of the beleagured vessels. One thing at least was evident without discussion; if the vessels could not be extricated the crews must be got away before winter set in, or the scanty stock of provisions they had could only postpone an inevitable starvation. As a precautionary measure, pending a decision on the best course to adopt, men were set to work to build up the boats, that is, to raise the gunwales so as to enable them the better to surmount the waves. Shoes* were also put on them to prevent, as far as possible, injury from the ice. The brig Kohola was lightened in order to get her over the bar at Wainwright Inlet, upon which there were only 5 or 6 feet of water. Her oil and stores were transferred to the deck of the Charlotte, of San Francisco, but when discharged it was found that she still drew 9 feet of water, and the attempt to get her over the shoal water was abandoned.† An expedition of three boats, under the command of Capt. D. R. Frazer, was now sent down the coast to ascertain how far the ice extended; what chances there were of getting through the barrier; what vessels, if any, were outside, and what relief could be relied upon. Captain Frazer returned on the 12th, and reported that it was utterly impracticable to get any of the main body of the fleet out; that the Arctic and another vessel were in clear water below the field, which extended to the south of Blossom Shoals, 80 miles from the imprisoned crafts; and that five more vessels, then fast in the lower edge of the ice, were likely to get out soon. He also reported, what every man then probably took for granted, that these free vessels would lay by to aid their distressed comrades. It is a part of the whaleman's creed to stand by his mates. On hearing this reported, it was decided to abandon the fleet and make the best of their way, while they could, to the rescuing vessels. It was merely a question whether they should leave their ships and save their lives, or stand by their ships and perish with them.

The morning of the 14th of September came, and a sad day it was to the crews of the ice-bound crafts. At noon the signals, flags at the mast-heads, union down, were set, which told them the time had come when i family their s which feels ti seems result Their e friends save c they e flotilla Tende to reli the co marro The

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^{*} A sheathing-in this case copper-being used.

[†]The same experiment, with the same result, was tried by Captain Redfield, of the brig Victor: a. The Kohola and Victoria are rated as barks in a succeeding page.

hile cutting in a whale, e off Sea-Horse Islands. ed to atoms, the officers anything but their lives. et a similar fate, and a remaining ships. The dly approaching the end: contrary the little clear ind closing around them. d by the captains of the dent without discussion; must be got away before hey had could only postary measure, pending a set to work to build up nable them the better to them to prevent, as far ohola was lightened in Inlet, upon which there ores were transferred to when discharged it was the attempt to get her pedition of three boats, as now sent down the at chances there were of any, were outside, and er returned on the 12th, to get any of the main her vessel were in clear outh of Blossom Shoals, five more vessels, then get out soon. He also for granted, that these

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when they must sever themselves from their vessels.* As a stricken family feels when the devouring flames destroy the home which was their shelter, and with it the little souvenirs and priceless memorials which had been so carefully collected and so earnestly treasured, so feels the mariner when compelled to tear himself from the ship which seems to him at once parent, friend, and shelter. In these vessels lay the result of all the toil and danger encountered by them since leaving home. Their chests contained those little tokens received from or reserved for friends thousands of miles away, and nothing could be taken with them save certain prescribed and indispensable articles. With heavy hearts they entered their boats and pulled away, a mournful, almost funereal, flotilla, toward where the vessels lay that were to prove their salvation. Tender women and children were there who, by their presence, sought to relieve the tedium of a long voyage to their husbands and fathers, and the cold north wind blew pitilessly over the frozen sea, chilling to the marrow the unfortunate fugitives.

The first night out the wanderers encamped on the beach behind the sand hills. A scanty supply of fire-wood they had with them and such drift-wood as they could collect sufficed to make a fire to protect them somewhat from the chilling frost. The sailors dragged boats over the hills, and by turning them bottom upward and covering them with

(Signed by the masters.)

[&]quot;The following protest was written on the 12th of September, and signed by all the captains on the following day before abandoning their vessels:

[&]quot;POINT BELCHER, Arctic Ocean, Sept. 12, 1871.

[&]quot;Know all men by these presents, that we, the undersigned, masters of whale-ships now lying at Point Belcher, after holding a meeting concerning our dreadful situation, have all come to the conclusion that our ships cannot be got out this year, and there being no harbor that we can get our vessels into, and not having provisions enough to feed our crews to exceed three months, and being in a barren country, where there is neither food nor fuel to be obtained, we feel ourselves under the painful necessity of abandoning our vessels, and trying to work our way south with our boats, and, if possible, get on board of ships that are south of the ice. We think it would not be prudent to leave a single soul to look after our vessels, as the first westerly gale will crowd the ice ashore, and either crush the ships or drive them high upon the beach, Three of the fleet have already been crushed, and two are now lying hove out, which have been crushed by the ice, and are leaking badly. We have now five wrecked crews distributed among us. We have barely room to swing at anchor between the pack of ice and the beach, and we are lying in three fathoms of water. Should we be cast on the beach it would be at least eleven months before we could look for assistance, and in all probability nine out of ten would die of starvation or scurvy before the opening of spring.

[&]quot;Therefore, we have arrived at these conclusions: After the return of our expedition under command of Capt. D. R. Frazer, of the Florida, he having with whale-boats worked to the southward as far as Blossom Shoals, and found that the ice pressed ashore the entire distance from our position to the shoals, leaving in several places only sufficient water for our boats to pass through, and this liable at any moment to be frozen over during the twenty-four hours, which would cut off our retreat, even by the boats, as Captain Frazer had to work through a considerable quantity of young ice during his expedition, which cut up his boats badly."

sails, made quite comfortable habitations for the women and children. The rest made themselves comfortable as best they could.

"On the second day out," says Captain Preble, "the boats reached Blossom Shoals, and there spied the refuge-vessels lying five miles out from shore, and behind a tongue of ice that stretched like a great peninsula ten miles farther down the coast, and around the point of which the weary crews were obliged to pull before they could get aboard. The weather here was very bad, the wind blowing fresh from the southwest, causing a sea that threatened the little craft with annihilation. Still the hazardous journey had to be performed, and there was no time to be lost in setting about it. * * * All submitted to this new danger with becoming cheerfulness, and the little boats started on their almost hopeless voyage, even the women and children smothering their apprehensions as best they could. On the voyage along the inside of the icy point of the peninsula everything went moderately well; but on rounding it, they encountered the full force of a tremendous southwest gale and a sea that would have made the stoutest ship tremble. In this fearful sea the whale-boats were tossed about like pieces of cork. They shipped quantities of water from every wave which struck them. requiring the utmost diligence of all hands at bailing to keep them afloat. Everybody's clothing was thoroughly saturated with the freezing brine, while all the bread and flour in the boats was completely spoiled. The strength of the gale was such that the ship Arctic, after getting her portion of the refugees on board, parted her chain-cable and lost her port anchor, but brought up again with her starboard anchor, which held until the little fleet was ready to sail."

By four o'clock in the afternoon of the second day all were distributed among the seven vessels that formed the remnant of the fleet that sailed for the Arctic Ocean the previous spring. Not a person was lost to add to the grief already felt or to increase the gloom of their situation. To the Europa wes assigned 280; to the Arctic, 250; to the Progress, 221; to the Lagoda, 195; to the Daniel Webster, 113; to the Midas, 100; and to the Chance, 60: in all 1,219 souls in addition to their regular crews. On the 24th of October the larger portion of these vessels reached Honolulu, and the remaining ones of the seven speedily followed.*

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^{*}The names of the beleaguered fleet were: from New Bedford, barks Awashonks, value, \$58,000; Concordia, \$75,000; Contest. \$40,000; Elizabeth, \$60,000; Emily Morgan, \$60,000; Eugenia, \$56,000; Fanny, \$58,000; Gay Head, \$40,000; George, \$40,000; Henry Taber, \$52,000; John Wells, \$40,000; Massachusetts, \$46,000; Minerva, \$50,000; Navy, \$48,000; Oliver Crocker, \$48,000; Seneca, \$70,000; William Rotch, \$43,000; ahips George Howland, \$43,000; Reindeer, \$40,000; Roman, \$60,000; Thomas Dickason, \$50,000. From New London, bark J. D. Thompson, value \$45,000, and ship Monticello, \$45,000. From San Francisco, barks Carlotta, value \$52,000; Florida, \$51,000; and Victoria, \$30,000. From Edgartown, ships Champion, value \$40,000, and Mary, \$57,000. And from Honolulu, Sandwich Islands, barks Paira Kohola, \$20,000; Comet, \$20,000; and Victoria 2d and ship Julian, \$40,000. The Honolulu vessels had generally American owners, having been placed under the Hawaiian flag to protect them from rebel cruisers.

Capt. William H. Kelley, who commanded the Gay Head, visited the locality the

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e, "the boats reached els lying five miles out ched like a great penin. d the point of which could get aboard. The sh from the southwest, ith annibilation. Still d there was no time to mitted to this new danboats started on their ldren smothering their ge along the inside of moderately well; but of a tremendous south. stoutest ship tremble. out like pieces of cork. ve which struck them, bailing to keep them turated with the freezboats was completely t the ship Arctic, after ed her chain-cable and her starboard anchor,

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On the receipt of the news of this disaster, more particularly in New Bedford, great excitement was occasioned. The value of the wrecked vessels sailing from that port alone exceeded, with their cargoes, one million of dollars. But the owners of whaling vessels were not the men to yield supinely to a single misfortune, however overpowering it might seem, and the ensuing year twenty-seven ships were busy in the Arctic, and in 1873 twenty-nine visited that precarious sea.

Still whaling in general continued to decline. The sun of its destiny was moving toward its western horizon. Whether some modern Joshua shall command it to stand still, or whether it shall move still nearer its full setting, is yet uncertain. Some oil will still be used until its perfect substitute is produced at so low a rate that the expenses of whaling will entirely absorb its profits.

On the 1st of January, 1877, the entire fleet was reduced to 112 ships and barks, and 51 brigs and schooners, having a total capacity of 37,828 tons.*

Before closing this chapter it would be well to see to what causes this decline is attributable. Many circumstances have operated to bring this about. The alternate stimulus and rebuff which the fishery received as a short supply and good prices led to additions to the fleet and an overstock and decline in values, were natural, and in themselves probably following year, and wrote home the condition of such of the vessels as still remained. The Minerva lay at the entrance to Wainwright Inlet, as good in hull as when abandened. The T. Dicksson lay on her beam-ends on the bank, bilved and full of water The Seneca was dragged by the ice up the coast some distance; her bowsprit was gone bulwarks stove, and rudder carried away, and she was frozen in solid. The Reindeer sank, and the Florida was ashore on Sea-Horse Islands, burned to the water's edge. The rest of the fleet were either carried away by the ice, crushed to pieces, or burned by the natives. The Gay Head and Concordia were burned where they lay. "The bark Massachusetts went around Point Barrow. There was one white man on board her who staid up here last winter. He made his escape over the ice this summer, and was five days getting back to the ships. He was about used up when they found him this summer. The natives set out to kill him, but the women saved him, and afterward the old chief took care of him. He saved a large quantity of bone, but the natives took it away from him, except a small quantity. He said \$150,000 would not tempt him to try another winter in the Arctic. He said that four days after we left the ships last year the water froze over and the natives walked off to the ships; and fourteen days after there came on a heavy northeast gale and drove all but the groundice away, (that never moved.) Shortly after there blew another northeast gale, and he said that of all the butting and smashing he ever saw, the worst was among those ships driving into each other during those gales. Some were ground to atoms, and what the ice spared the natives soon destroyed, after pillaging them of everything they pleased."

Since writing the account of the disaster of 1871, the reports have been received of another of less pecuniary extent but more appalling in its effect on human life. The fleet for 1876 consisted of twenty ships and barks. Of these, twelve are reported los or abandoned in the Arctic. Much of the melancholy story seems a duplicate description of that of 1871. Again the fleet had entered that fatal ocean early in August, and again commenced the season's whaling with prospect of fair success; again the ice com-

^{*}The lowest cub was reached on the 1st of January, 1875, when the fleet consisted of 119 ships and barks, and 44 brigs and schooners, with a capacity of 37,733 tons.

formed no positive impediment. The increase in population would have caused an increase in consumption beyond the power of the fishery to supply, for even at the necessarily high prices people would have had light. But other things occurred. The expense of procuring oil was yearly increasing when the oil-wells of Pennsylvania were opened, and a source of illumination opened at once pleutiful, cheap, and good. Its dangerous qualities at first greatly checked its general use, but, these removed, it entered into active, relentless competition with whale-oil, and it proved the more powerful of the antagonistic forces.

The length of voyages increased from two years for a cargo of sperm and from nine to fifteen months for a cargo of whale oil to four years to fill with the latter, while the former was practically abandoned as a separate business * after it became necessary to make voyages of four, five, and even six years, and then seldom return with a full cargo. As a matter of necessity the fitting of ships became far more expensive,

menced closing at and them; again they cherished delusive hopes that a strong gale would drive it off-shore and afford them a means of escape, and again these hopes were doomed to a bitter disappointment. Again the masters decided it was necessary to abandon their vessels, and again the abandonment was accomplished. Here the parallel ceases. Several men perished from exposure in journeying from one beleaguered vessel to another apparently more safe, and many died on the toilsome, perilous march and voyage to the rescuing ships. Many more preferred to stay by the ships and risk their chances of surviving during the terrible Arctic winter to assuming the nearer and, to them, apparently no less dangerous alternative of an immediate escape. These men are still there, and there seems no feasible way to communicate with them until the summer of 1877. Judging by the experience of Arctic navigators and by the condition of several of the former abandoned fleet when found in the ensuing season, their chance for a comfortable survival seems good, unless attacked by the avaricious natives. Provisions and fuel are reported amply sufficient for them, and with the first clear water of 1877 ready hands and willing hearts will hasten to their assistance. Fifty-three men remained, and three hundred made their escape. The names of the lost and abandoned vessels with their approximate values, not including cargoes, are as follows: (Of these the Arctic is reported lost; the others abandoned.) From New Bedford, the Acors Barns, \$36,000; Camilla, \$36,000; Cornelius Howland, \$40,000; James Allen, \$36,000; Java 2d, \$26,000; Josephine, \$40,000; Marengo, \$40,000; Mount Wollaston, \$32,000; Onward, \$40,000; and St. George, \$36,000. From San Francisco, the Clara Bell, \$24,000. And from Honolulu, the Arctic, \$32,000, and Desmond, \$24,000. A total loss of \$442,000. The estimated value of reported cargoes is about \$375,000 more.

Always excepting, of course, Atlantic whalers. Sperm-whaling in the Atlantic has always been pursued by the bulk of the Provincetown vessels and by quite a fleet of schooners and brigs from other ports. There is an occasional revival of this pursuit in larger vessels at intervals of a few years, at present some of the most successful voyages being made by ships and barks cruising for sperm whales in this ocean.

† The cost of fitting of late years has grown out of all proportion to the value of the return. Thus, in 1790, a ship carrying 1,900 barrels of oil would be fitted for a two-years' sperm whaling voyage to the Pacific Ocean for \$12,000, while in 1858, with a doubled capacity, the length of the average voyage was more than doubled, and the cost of fitting had increased to about \$65,000. But few people have an idea of the amount and variety of occupations to which the fitter-out of a whale-ship pays tribute. In 1765 the schooner Lydia, of Edgartown, Capt. Peter Pease, used the following articles in fitting for her whaling-cruise: 5 barrels beef, 6 barrels pork, 1,200 pounds bread, 60 pounds butter, 3 small cheeses, 500 pump-nails, 2 wine-glasses, 600 board-nails, 1,500 shingle-nails, 24 deck-nails, 30 spikes, 1 mallet, 1 dipsy-line, 2 scrapers, 1 ada, 2

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a rivalry in the furnishing adding perhaps considerably to the outlay. Vessels were obliged to refit each season at the various islands in the Pacific, usually at the port of Honolulu when passing in its vicinity, and the bills drawn upon the owners on these occasions were so enoraxes, 5 spades, 1 tunnel, 4 barrels flour, 12 bushels corn, 14 bushels meal, 100 pounds rice, 2 barrels rum, 55 gallons molasses, 20 pounds candles, 314 feet boards, 230 feet boat-boards, 600 fathoms tow-line, 130 fathoms main-warp, 28 guns, 12 lances, 3 codlines, 2 log-lines, 6 gimlets, 3 skeins twine, 6 bowls, 6 knives and forks, 6 plates, 4 pounds tea, 5 pounds chocolate, 15 pounds coffee, 100 pounds sugar, 50 pounds hog's-fat, 5 bushels beans, 1 platter, 2 brooms, 2 hour-glasses, 1 lantern, 50 pounds spun yarn, 4 pump-belts, 3 pump-brakes, 6 upper boxes, 4 lower boxes, 1 pump-hook, 1 draw-bucket, 2 cedar pails, 1 hand-pump, 2 finishing-planes, 1 pound pepper, 1 speaking-trumpet, 2 half-minute glasses, 1 bunch-bowl, 6 tea-cups and saucers, 14 pounds powder and shot, 1 drawingknife, 1 canclestick, 3 skeins marling, 3 skeins housing, 8 spare blocks, 1 catblock, 40 fathoms spece rigging, 1 sounding-lead, 1 boat-hook, 12 sail-needles, 18 yards mending-cloth, ! penknife, 1 jackknife, 10 pounds chalk, 1 bung-borer, 3 chisels, 1

handsaw, 1 large hammer, 1 pump-hammer.

The ship Beaver, of Nantucket, which sailed for a Pacific sperm whaling voyage in 1791, cost, with her outfit, \$10,212. She was a ship of 240 tons, carried 17 men, and required in outfitting, among other articles, 400 iron-hooped casks (this was before iron came into general use for this purpose, and the remainder of her casks, to the capacity of 1,400 barrels, were wooden-hooped), 40 barrels of salt provisions, 3½ tons bread, 30 bushels beans and peas, 1,000 pounds of rice, 40 gallons molasses, 24 barrels of flour. All the additional provisions used were 200 pounds of bread. She made a seventeenmonths' voyage.—(Macy.)

The whaling feet in 1831 consisted of about 290 ships and barks, (170 sperm and 120 right whalers.) This fleet required in outfitting, among other things, 36,000 barrels of flour, 30,000 barrels of beef and pork, 18,000 bolts of duck, 3,000 tons of hoop-iron, 6,000,000 staves, 2,000 tons cordage, besides large quantities of iron, (for harpoons, lances, spades, blubber-hooks, and camboose-grates,) molasses, rice, beans, peas, corn, tea, coffee, sugar, &c. The annual consumption of copper amounted to 700,000 pounds.

It has been said, and probably with a vory great degree of truth, that the "whaling-fleet made Honolulu," and when one considers for how many years large fleets of whalemen (formerly English, French, and American, but latterly exclusively from the latter country,) rendezvoused there, the known prodigality of the sailor, and the increasingly heavy bills for refitting, of all of which Honolulu reaped the benefit, it is easy to believe the statement. Several merchants removed thence also from the United States and purchased and fitted whaling-vessels from that port, the first whaler belonging to Honolulu being fitted in 1832 by Henry A. Pierce, of New Bedford.

The principal articles used in fitting out the whaling-fleet sailing from New Bedford alone in 1858, 65 ships, amounted in gross to \$1,950,000, and included 13,650 barrels flour, 260 of meal, 10,400 of beef, 7,150 of pork, 19,500 bushels of salt, 97,500 gallons molasses, 39,000 pounds rice, 1,300 bushels beans, 39,000 pounds dried apples, 78,000 of sugar, 78,000 of butter, 19,500 of cheese, 16,300 of ham, 32,500 of codfish, 18,000 of coffee, 14,300 of tea, 13,300 of raisins, 1,950 bushels corn, 2,600 of potatoes, 1,300 of onions, 400 barrels vinegar, 2,000 pounds sperm-candles, 32,500 barrels fresh water, 1,200 cords oak wood, 260 of pine, 1,000,000 staves, 260,000 feet heading, 1,000 tons iron hoops, 33,000 pounds rivets, 520,000 pounds sheathing-copper and yellow-metal, 15,000 of sheath-nails, 52,000 of coppering nails, 400 barrels tar, 739,000 pounds cordage, 450 whale-boats, 32,500 feet boat-boards, 65,000 feet pine boards, 36,000 feet oars, 8,500 iron poles, 22,500 pounds flags, 23,000 bricks, 200 casks lime, 205,000 yards canvas, 13,000 pounds cotton-twine, 234,000 yards assorted cotton-cloth, 130,000 pounds tobacco, 39,000 gallons white lead, 5,200 pounds linseed-oil, 400 gallons turpentine, 13,000 pounds paints, 2,600 gallons new rum, 1,000 gallons other liquors, 120 casks powder, besides clothing, &c. The advance-wages alone amounted to \$130,000.

mous as to call forth loud and frequent complaints; and in later years the only available western fishery was in the North Pacific and Arctic Oceans, where disasters were the rule and immunity from them the exception, thereby incurring, when the vessels were not lost, heavy bills for repairs, besides the ordinary ones of refitting.

Again, during the later days of whaling, more particularly immediately after the discovery of the gold mines in California, desertions from the ships were numerous and often causeless, generally in such numbers as to seriously cripple the efficiency of the ship. In this way large numbers of voyages were broken up and hundreds of thousands of dollars were sunk by the owners. During a portion of the time many ships were fired by their refractory and mutinous crews, some of them completely destroyed, others damaged in amounts varying from a few hundred to several thousand dollars. Crews would apparently ship simply as a cheap manner of reaching the gold mines, and a ship's company often embraced among its number desperadoes from various nations, fit for any rascality which might best serve them to attain their end. They took no interest in the voyage, nor cared aught for the profit or loss that might accrue to the owners. In order to recruit, it became necessary, particularly during the ten years next succeeding the opening of the gold mines, to offer heavy advance-wages, and too often these were paid to a set of bounty-jumpers, as such men were termed in the Army during the late war, who only waited the time when the ship made another port to clandestinely dissolve connection with her and hold themselves in readiness for the next ship. Unquestionably there were times when men were forced to desert to save their lives from the impositions and severity of brutal captains, but such cases were undoubtedly very rare. Formerly the crews were composed almost wholly of Americans, but latterly they were largely made up of Portugaese shipped at the Azores, a mongrel set shipped anywhere along the western coast of South America, and Kanakas shipped at the Pacific islands. There were times, when the California fever was at its highest, that the desertions did not stop with the men, but officers and even captains seem to vie with the crew in defrauding the men from whose hands they had received the property to hold in charge and increase in value.

Another source of loss was, strangely enough, to be found in the

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^{*}The increased cost of refitting has for years been a source of serious concern to ship-owners. A meeting of agents was held in New Bedford, in February, 1860, to take some action in regard to this evil. Among the things complained of, besides the enormous charges, were the extortions of consuls, the decisions of the courts of admiralty, the inducements offered to sailors to desert, &c. The New London Star, in 1859, said that in order to make whaling profitable business must be done where the vessel is owned, not one-fourth in New London and three-fourths in Honolulu; however poerly a ship did in the aggregate, Honolulu fared just as well. "All the business must be done in the home port to make it profitable, and the sooner whaling-merchants withdraw their ships from the Sandwich Islands the better it will be for all concerned. The deluge of oil that is thrown into the eastern market by holding it at the islands until some freighter wants a cargo, and then sending it home, operates with great detriment to the holders of oil at the home ports."

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by holding it at the islands home, operates with great course of the consular agents sent out by our Government to protect the interests of our whalemen. Many and bitter were the complaints at the extortionate charges and percentages demanded by many of these men.*

As another important source of the decline in this business must be regarded the scarcity and shyness of whales. Prior to the year 1830, a ship with a capacity for 2,000 barrels would cruise in the Pacific Ocean and return in two years with a cargo of sperm-oil. The same ship might go to Delago or Woolwich Bay and fill with whale-oil in about fifteen months, or to the coast of Brazil and return in nine months full of the oil peculiar to the whales of those seas; but, as has been previously remarked, this has all changed, and the length of the voyage has become entirely disproportioned to the quantity of oil returned.

Briefly, then, this is the case. Whaling as a business has declined; ist, from the scarcity and shyness of whales, requiring longer and more expensive voyages; 2d, extravagance in fitting out and in refitting; 3d, the character of the men engaged; 4th, the introduction of coal-oils.

Of late years sperm whaling in the Atlantic Ocean has been revived with some success, but the persistency with which any field is followed up, makes its yield at least but temporary. It may perhaps be a question worthy of serious consideration whether it is policy for the United States Government to introduce the use of coal-oils into its light-house and similar departments, to replace the sperm-oil now furnished from our whaling ports, and thus still further hasten the ultimate abandonment of a pursuit upon the resources of which it draws so heavily in the day of its trouble,† or whether this market—the only aid asked from the Government—may still continue at the expense of a few dollars more per year.

*In many cases justice (†) seems to have been meted more in accordance with the requirements of the income of our representatives than with those of abstract right, and it has happened that the case of an arbitrary, ornel captain against some unfortunately weak and impecunious sailor has been decided on the time-honored (among barbarians) maxims that "might makes right," and "the king can do no wrong."

[†]The London Mercantile Gazette, of October 22, 1852, said: "The number of American ships engaged in the Southern whale-fishery alone would of themselves he nearly sufficient to man any ordinary fleet of ships-of-war which that country might require to send to sea." Instances are not wanting, indeed, where whalemen have undertaken yeoman's service for their country. Thus, in November, 1846, Captain Simmons, of the Magnolia, and Capt. John S. Barker, of the Edward, both of New Bedford, hearing that the garrison at San José, Lower California, was in imminent danger, landed their crews and marched to its relief. Nor were their good services toward foreign governments in peace less honorable to the country than in war, for when the government buildings at Honolulu were burning some years ago, and entire and disastrons destruction threatened, American whalemen rushed to the rescue and quenched the flames already beyond the control of the natives. During the rebellion, of 5,956 naval officers, Massachusetts furnished 1,226, Maine 449, Connecticut 264, New Mampshire 175, Rhode Island 102, and Vermont 81.

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Notwi - nding the many perils encountered in this pursuit, perils arising from the necessary exploration of new fields to replenish the supply which constantly fails in the old, perils arising from the nature of the cruising-grounds themselves which include the stormiest, most labyrinthine, and most treacherous of seas, and those most subject to typhoons, perils arising too from the very nature of their calling to the men themselves, the casualties are no more at least than fall to the lot of those who follow the sea in other pursuits. Shipwrecks there are, dreary boat-voyages for hundreds of miles, with the terrible accompaniments of death from hunger and thirst, and men fall victims to the strength and ferocity of the gigantic object of their pursuit. Ships sail from port and are never heard of more, or if heard of, it is the casual report of some passing vessel, ships to which the beautiful language of Irving is most appropriate, that have too truly "gone down amidst the roar of the tempest; their bones lie whitening among the caverns of the deep. Silence, oblivion, like the waves, have closed over them and no one can tell the story of their end." But with a greater risk there seems to be no greater mortality than may be found in the lists of the merchant service.

No nobler class of men, no more skillful navigators, ever trod any deck than those who have shipped upon our whalemen. Those in command are brave and daring without recklessness, quick to act in an emergency, but prudently guarding the lives of their men and the safety of their ship; self-reliant but self-possessed.* Every ship is fully manned, and discipline is intended to be fully enforced; hence when immediate action is required by the exigencies of the storm or other threatening circumstances, there is no lack of ready hands to execute any order which may issue from those in authority.†

It is appropriate, however, in a work of this nature, to notice some of the many incidents and accidents which have occurred, and of which an account has been transmitted.

Classifying these somewhat chronologically, one of the earliest re-

*"The highest testimony to the seamanship of our whalemen is that the rate of insurance on the American is just one-half of that on the British vessels engaged in the service."—(Nimrod of the Sea, p. 56.)

[†] Says the New York Journal of Commerce, in August, 1857: "There lives in affluence at Nantucket, in the eightieth year of his age, and in full possession of a sound intellect, and the enjoyment of all the respect and affection which a well-spent life commands, a retired whaling captain, the keel of whose ship never touched the bottom-who was never at sea a day without going aloft except in a gale of wind—who never lost a man by abandonment or otherwise, or had one off duty more than a week by sickness—who never lost but one spar, though distinguished for many short passages—who never returned from a voyage without a full cargo of sperm-oil. He had sixteen apprentices, mostly uneducated boys from the lower walks of life, whom he instructed and trained to his own calling, and every one of these he has lived to see in respectable standing, and several of them holding high rank as shipmasters."

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d in this pursuit, perils lds to replenish the supising from the nature of he stormiest, most laby. ose most subject to tyof their calling to the least than fall to the lot Shipwrecks there are, the terrible accompaninen fall victims to the heir pursuit. Ships sail eard of, it is the casual e beautiful language of " gone down amidst the among the caverns of ve closed over them and ith a greater risk there found in the lists of the

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Every ship is fully a forced; hence when ims of the storm or other ready hands to execute rity.

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one of the earliest relemen is that the rate of ine British vessels engaged in

257: "There lives in affluence I possession of a sound intel-which a well-spent life comnever touched the bottom— in a gale of wind—who never duty more than a week by do for many short passages—f sperm-oil. He had sixteen so f life, whom he instructed as lived to see in respectable astern."

corded accidents (not previously mentioned in this work) was the one which befel the ship Union, of Nantucket, Capt. Edmund Gardner, master, which sailed from Nantucket on the 19th of September, 1807, for Brazil Banks. When twelve days out, running along at the rate of about seven miles an hour, she struck on a sperm whale with sufficient force to break two timbers on the starboard bow.* The pumps were immediately manned, but the water came in through the break so rapidly that it became evident that the certain destruction of the ship was only being briefly postponed, and preparations were made by Captain Gardner, who was a young man and this his first voyage as commander, to leave her. The boats were lowered, and provisions, water, freworks, books, and nautical instruments, whatever, in fact, they could safely carry, and which would be of use, were stowed away in them. By midnight—only two brief hours after the accident—the water was up between decks, and an immediate departure was inevitable. This was accomplished, though with much difficulty and danger, as a heavy swell was running. The crew, sixteen in number, left the ship in three boats, but the increased risk of separation led them to divide themselves between two boats and abandon the third. The course of the prevailing wind, which was northwest, and the lateness of the season, made it imperative upon them to steer, not for Newfoundland, which was perhaps the nearest, but for one of the Azores, which was the most easily accessible land.

On the morning of the 2d of October the men rigged sails for the boats, and thus not only progressed with greater speed, but relieved themselves of the fatigue of rowing. During the nights of the 2d and 3d the wind blew a gale, and during a portion of the time they were compelled to lash the boats together and let them drift. By the 4th of October they were obliged to allowance themselves to three quarts of water and sixteen cakes for the whole company for twenty-four hours.

^{*}Quite a number of similar instances are upon record. Marco Paulo mentions, as long ago as 1298, that many of the Chinese junks have as many as thirteen compartments in the hold "to guard against accidents which may cause the yessel to leak. such as striking a rock, or being attacked by a whale. This last circumstance is not unusual; for during the night the motion of the ship through the waves raises a foam that invites the hungry animal, which, hoping to find food, rushes violently against the hull, and often forces out a part of the bottom." Sir William Monson also says the same kind of accident happened to the ship in which he was taken prisoner off the Burlings in 1791, a week before his capture, "the ship giving stem to a whale that lay asleep on her back above the water. The accident was so strange and rare that it amazed the company, who gave a sudden shriek, thinking the ship had foundered upon a rock; but looking overboard they beheld the sea all bloody, which comforted them, conceiving it to be, as they found it was, a stem upon a whale." He also mentions the foundering of a ship from the same cause. Winthrop (ii, p. 7) says, "One of the ships, which came this summer (1640), struck upon a whale with a full gale, which put the ship a stays; the whale struck the ship on her bow, with her tail a little above water, & brake the planks and six timbers and a beam, and staved two hogsheads of vinegar." In March, 1796, the ship Harmony, of Rochester, Capt. George Blankenship, ran upon a whale off the coast of Brazil, and was stove and sunk. The crew were saved, but

When at length they landed, on the morning of October 9, on the island of Flores, their stock of water was already exhausted. They had been at sea seven days and eight nights, and in that time had rowed and sailed nearly 600 miles.*

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The accidents resulting from belligerent whales are numerous and well authenticated. At times it has happened that in their rage they have attacked even ships, apparently treating the boats as beneath their notice. Two of the most remarkable instances of this kind are the attacking and sinking of the ships Essex, of Nantucket, and Ann Alexander, of New Bedford.

The former ship, under the command of Capt. George Pollard, jr., sailed from Nantucket on the 12th of August, 1819, for the Pacific Ocean. Nothing out of the ordinary course of events occurred until the 20th of November, 1819. On the morning of that day, the ship being in latitude 0° 40′ south, longitude 119° west, whales were discovered, and all three boats were lowered in pursuit, the ship being brought to the wind and lying with her maintop sail hove aback waiting the issue of the contest. The mate's boat soon struck a whale, but a blow of his tail opening a bad hole in the boat, they were obliged to cut from him, and devote their entire attention to keeping affoat. By stuffing jackets into the hole, and keeping one man constantly bailing, they were enabled to check the flow of the water and reach the ship in safety. In the mean time the captain's and second mate's boats had fastened to another whale, and the mate, heading the ship for them, set about overhauling his boat preparatory to lowering again. While doing this he

the vessel and cargo were lost. In March, 1855, the British schooner Waterloo was attacked and sunk by a whale in the North Sea. In 1859 the ship Herald of the Morning arrived at Hampton Roads leaking badly, having been struck by a large sperm-whale off Cape Horn. She was found to have started seven feet of her stem as far as the wood ends, and to have carried away both bobstays. The whale spouted a large quantity of blood. In 1865 the British schooner Forest Oak, on her passage from Boston to Yarmouth, N. S., struck a whale with such force as to nearly knock her foremast out. She was going at the time at the rate of seven knots an hour. In 1873 the three-masted schooner Watauga, of Washington, N. C., was wrecked on a reef off one of the West Indies. She was originally a side-wheel steamer, and was of 200 tons register. "While running along with a fine six or seven knot breeze, a sudden and heavy shock and jar was felt, and all supposed that the vessel had .scudded into a sea with violence. The next moment a pair of whales were seen close alongside to leeward. One of them seemed frisky enough, and made off rapidly, but the other seemed loggy, moved with apparent difficulty, and presently disclosed a huge gash in his side, from which the blood was issuing and coloring the sea about him. The Wataugs passed on, and soon lost sight of the whale, when it was discovered that the false atem was torn off, her main stem split, and the wood ends started. The bobstay had, of course, parted, and the bowsprit was adrift. * * * She was with difficulty kept free until she had made Point Peter, where temporary repairs were made to enable her to reach home. Upon her arrival at Washington she was repaired, and the damage found to exceed \$700."—(Preble's Notes on Whales and Whales ag.) In 1860 the steamer Eastern City, en route for St. John, ran into a humpback whale 60 feet long, displacing her cutwater.

^{*} Macy, pp. 237 to 242.

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Whatever was to be done now, must be done with the utmost dispatch. They were in mid ocean, more than a thousand miles from the nearest land, their ship rapidly settling beneath them, and nothing to save them but frail open boats, each of which must of necessity be heavily loaded. The lashings of the spare boat were at, and she was

^{*} In the account given by the mate, Mr. Owen Chase, the length of this whale is estimated at about 85 feet, (p. 26.)

carried from the quarter-deck to the waist; two quadrants, two practical navigators, and the captain's and mate's trunks had been hurriedly secured from below by the steward; and the mate had saved the two binnacle compasses. Then, as the ship fell over on her beam-ends, the boat, into which these articles had been placed, was launched. Not more than ten minutes had elapsed since the whale had first attacked the ship, and now she lay full of water, her deck scarcely above the surface of the waves, and her crew abroad on the ocean. As the captain and second mate came up in their boats, their amazement and horror on seeing the condition of their late home cannot be described. By order of Captain Pollard the masts were cut away and the decks were scuttled, and about 600 pounds of bread, some 200 gallons of water, a musket, a small canister of powder, two files, two rasps, two pounds of boat nails, and some turtle were secured. Each boat was fitted with two masts, and a flying-jib and two sprit-sails constructed for each out of the lighter canvas of the ship. The boats were also strengthened and built up about 6 inches above the gunwales as an additional measure for safety. These preparations occupied the larger portion of three days. The ship was now rapidly breaking up, and the captain called a council of the officers to determine what should be done. By an observation taken at noon on the 22d of November they found they were in latitude 0° 13' north, longitude 120° west. The nearest land was the Marquesas Islands, next to them the Society Islands, but at this time the Pacific was but little explored, and these islands were presumably inhabited by savages than whom the very elements were more kind and hospitable. The final conclusion then was to make for the coast of Chili or Peru. The men were accordingly apportioned among the boats; the mate's boat being the weakest, having been stove several times and being old and patched, was assigned six, while the other two carried seven each. The record of the passage is full of melancholy interest, but too long for insertion here. It tells at length how, in spite of the utmost care, a portion of their miserable pittance of bread was damaged by the treaking of heavy seas into their boats; how their boats were damaged and leaking by the repeated blows of the water; how in the night of November the 28th Captain Pollard's boat was attacked by some kind of a fish and nearly wrecked; how thirst, consuming, raving thirst began its terrible assault; how on the 20th of December they landed on Ducie's Island;* how, unable to find subsistence there, they again set sail, after leaving three of their number, by their own desire, on the island, and commenced, on the 27th of December, to make the perilous voyage toward the island of Juan Fernandez, distant 2,500 miles. The sad recital tells us that on the 10th of January the second mate, Matthew P. Joy, died and was buried at sea, if indeed the simple launching of his body into the deep by his feeble, saddened companions could be called a burial; that on the night of the 12th of January the

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became separated; that one and then another of the mate's crew became enfeebled and died; that the body of the second unfortunate was dismembered, the flesh cut from his bones, and served out like that of an animal to his starving, raving comrades; that when the darkness of despair had settled upon their clouded, tottering minds the welcome cry of "A sail" was given, and the poor wrecks of humanity still surviving in the mate's boat were picked up, on the 17th of February, by the English brig Indian, Capt. William Crozier, and treated with a brotherly tenderness and humanity.

The captain's and late second mate's boats kept together until the night of the 29th of January, 1820; during the interval between the separation from the mate and this time four men had died out of the two boats, and their bodies furnished their comrades with their only food. The captain's crew became at last reduced to the alternative of drawing lots to see which should be killed to furnish sustenance to the survivors. On the 23d of February, three months from the time when they left their shattered ship, Captain Pollard and Charles Ramsdale, the sole survivors of the boat's crew, were picked up by the ship Daughin, of Nantucket, Capt. Zimri Coffin. The third boat was never heard from. The three men left on Ducie's Island were afterward rescaed. The number surviving in the mate's boat was three.*

The fate of the Ann Alexander, Capt. John S. Deblois, which belonged to and sailed from New Bedford June 1, 1850, was not less sudden than that of the Essex, and had her crew been as far from helping hands as was that of the latter ship, not even so favorable a record as the melancholy one of Captain Pollard and his men would have been left of them, and the Ann Alexander would have been set down as one of those missing ships the fate of which will be forever unknown.

On the 20th of August Captain Deblois, having reached that whaling locality known as the "Off-shore Ground,"† discovered whales at about 9 o'clock in the morning. The boats were immediately lowered, and by noon the mate's boat was fast to one. The whale ran a short distance, and then turning rushed at the boat, seized it in his jaws, and in an instant had smashed it to fragments no larger than a common chair. Captain Deblois immediately hastened to the rescue, and took the mate's crew into his boat, which, this being done, contained eighteen men. In the mean time, the disaster having been observed from the ship, the waist-boat was dispatched to assist. When she arrived the crews were divided, the mate taking command of the waist and the captain continuing with his own (or the starboard) boat, and the attack was recom-

^{*}Captain Pollard never cared to allude to the terrible privations and sufferings undergone on this occasion, and would always avoid reference to it if possible. His next voyage was as captain of the ship Two Brothers, which was lost on a coral reef in the Pacific while under his command. For many years Captain Pollard was on the night police in Nantucket, having abandoned the sea. He was employed as a deck hand on board Fulton's first steamboat on the Hudson, on some of its earliest trips.

[†]Latitude 5° 50' couth, longitude 102° west.

menced, the mate's boat being in the advance. No sooner had the whale perceived this demonstration than he again turned upon the mate, and before anything could be done to avoid the assault the second boat had shared the fate of the first. Again Captain Deblois picked up the swimming crew, and ordered his men to pull for the ship. The situation had become exceedingly critical, for the whale still maintained his hostile demonstrations toward the now greatly overloaded boat. They had proceeded but little distance on their return when he was discovered, with jaws widely open, in hot pursuit. Situated as they were, six or seven miles from their ship, with an enraged whale in pursuit, and no rescuing boat at hand, destruction seemed inevitable, but, to their surprise and joy, the monster passed without harming them, and they soon regained their vessel. Again on board, a spare boat was sent to pick up the oars of the demolished ones, and on her return the attack was renewed upon the cetacean from the ship. As she passed him a lance was thrown into his head. This but served to still more infuriate him, and he again resumed the offensive, making for the ship. As he came near, the vessel was hauled on the wind, and the whale allowed to go past, after which Captain Deblois again advanced his ship to the attack, but when within about fifty rods of the whale it was discovered that he had settled some distance below the surface of the water. It being about sundown, the attack, so far as the sailors were concerned, was given up. Not so, however, with the whale.

Captain Deblois had been standing on the knight-heads, iron in hand, ready to strike when the ship had got near enough, the vessel moving through the water at the rate of five knots per hour. Before time enough had elapsed for him to change his position he discovered the monster rushing toward the ship at a speed of fifteen knots, and in an instant he struck her a terrible blow about two feet from the keel and just abreast of the foremast, shaking her with as much violence as though she had struck a rock, and breaking a large hole through her bottom, through which the water poured in a rushing stream. As soon as the extent of the damage was discovered by Captain Deblois, he ordered the anchors cut away and the cables got overboard, that the ship might be lightened as much as possible. One anchor and cable was cleared, but the other chain, being made fast around the foremast, was not east off. He also hastily secured his chronometer, sextant, and charts, though the water had invaded the cabin to a depth of three feet. The boats were cleared away, and such articles of necessity as it was possible to get were put into them. The captain made another, but ineffectual, attempt to get into the cabin, and then ordered the boats to shove off, he being the last man to leave the ship, which was already on her beamends, with her topgallant yards under water, and being obliged to throw himself into the water and swim to the nearest boat.

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boat. fluence that her sudden n examination was made of their stores, which were found to consist of but three gallons of water, not a mouthful of provisions of any kind having been saved! Their boots each contained eleven men, and such was the condition of them that it required unremitting bailing to keep them affoat.

The next morning at daylight, the vessel being still above water, the captain, who alone dared venture on board, succeeded in cutting away her masts with a hatchet. This being done, she righted. The crew then went on board, and, with the aid of their whale-spades, cut away the cable which still hung around the foremast, and when that went overboard the ship sat nearly upright. Holes were now cut in the decks, in the hope of saving some provisions, but all that could be got was five gallons of vinegar and twenty pounds of bread.

It must have been with indescribably heavy hearts that these wrecked mariners set off from the so lately gallant ship that had been for many months their home, and to which they must have become attached, as every true sailor does to his vessel. On the wide waste of waters, in boats which, at their best, are but frail shells, but which now were in poor condition, and leaking, with but twelve quarts of water, and not one full day's stock of food, their situation was, indeed, appalling. The terrible alternative was forced upon them, that unless a speedy rescue could be effected, the time was near at hand when the life of one or more of their number must be sacrificed that the others might survive. With what horror must they have recalled the terrible tale of the loss of the Essex, and remembered how, one by one, her crew wasted away and died, or how, when the fearful lottery of death was drawn, a miscrable wreck of a man, a merely animate mass of skin and bones, yielded up his life to prolong that of his comrades!

Happily their story was to be no further the counterpart of that of Captain Pollard and his men. Steering northerly, hoping to reach a rainy latitude, and thereby prolong with water that life which they had no food to sustain, on the 22d of August they sighted a sail, signalled it, and to their indescribable joy were seen, and soon they trod the deck of the ship Nantucket, of Nantucket, Capt. Richard C. Gibbs.*

^{*}The Honolulu Friend, dated May 6, 1854, reports that about five months after this disaster, this pugnacious whale was taken by the Rebecca Simms, of New Bedford. Two of the Ann Alexander's harpoons were found in him, and his head had sustained serious injuries, pieces of the ships's timbers being embedded in it. Disease had robbed him of his propensity to resist attack or of any further "carrying of the war into Africa." He yielded to his captors from 70 to 80 barrels of oil. Among other cases of the attack by whales upon a ship may be mentioned one where the Pocahontas of Holmes's Hole was assailed. Two boats had been lowerd, and one had fastened to a whale. In attempting to lance the whale, he turned upon the boat and crushed it to atoms. The other boat picked up the crew and returned to the vessel, which was run down toward the victor in the previous contest. When within two boat's length, the whale turned upon the ship, striking her bow with such violence as to start one or two planks and break one or two timbers on the starboard side. The Pocahontas was obliged to put into Rio Janeiro, leaking 250 strokes per hour. The merchant-ship Cuban, of and for Greenock, from Demerara, in 1857 was attacked by a whale, which struck her with such force as to completely stop

How many instances of the destruction of ships by whales the catalogue of "missing" vessels may furnish can never be known, but it may be safely presumed that some of those ships from which widows, fatherless children, and sorrowing relatives have sought for some tidings or some memento in vain, would help to swell the list. A few brief days, and had not the crew of the Ann Alexander so providentially met a rescuer, their doom must have been sealed, and their vessel would have appeared on the marine lists simply as a "missing" ship. The landsman would glance casually at the expression, and think no more of it. The mariner and the relatives and friends of those who followed the sea would read the word with a shudder as they thought of the probable sufferings, privations, and possibly horrible, lingering death the unfortunate crew might have encountered. Those to whom the word meant far more than an empty sound would think-"What sighs have been waited after that ship! What prayers have been offered up at the deserted fireside of home! How often has the mistress, the wife, the mother pored over the daily news, to catch some casual intelligence of this rover of the deep! How has expectation darkened into anxiety,anxiety into dread,-and dread into despair! Alas, not one memento remains for love to cherish. All that shall ever be known is, that she sailed from her port and was never heard of more."

But the pugnacity of the whale is rarely directed against the ships themselves, so rarely that when the account of the loss of the Essex reached England, some of the prominent British journals scouted the tale as preposterous. Scarcely a whaleman, however, but can tell some story of the attacking of boats by these monsters, and the attacks and parryings require on the part of those having charge of the boats the utmost nerve, adroitness and precision. A few instances of this kind

it may be well to briefly mention.

In October, 1832, the ship Hector, of New Bedford, Capt. John O. Morse, then ninety days from port, "raised" a whale, and lowered for him. But while the crews were proposing offensive operations, the whale himself took the initiative, and just as the barpoon struck him he struck the mate's boat, staving it badly. By drawing sails under her and bailing, the boat was kept afloat, and the attack resumed. In the mean time Captain Morse came to his assistance, and the mate warned him of the character of his antagonist, but Captain Morse told him he had a long lance and he wanted to try it. Accordingly the Captain advanced to the whale, which immediately turned, and, taking the Cap-

her headway. As she was a ship of 500 tons, deeply laden, and running at the rate of nearly ten knots an hour, some idea can be gained of the tremendous momentum of her assailant .- (Ricketson's Hist. of New Bedford, p. 101.) The London Punch of December 6, 1851, contained a humorous description of the attack on the Ann Alexander. A similar, though not so disastrous an experience befel the Pocahontas, of Holmes's Hole, in 1850. She was attacked by a large bull sperm whale, and put into Rio Janeiro for repairs, leaking 250 strokes per hour.

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Bedford, Capt. John O. whale, and lowered for offensive operations, the charpoon struck him he drawing sails under her attack resumed. In the ce, and the mate warned ptain Morse told him he accordingly the Captain ed, and, taking the Cap

n, and running at the rate of the tremendous momentum of 01.) The London Punch of the attack on the Ann Alexnce befel the Pocahontas, of perm whale, and put into Rio tain's boat in his mouth,* held it on end and shook it in pieces in a moment. Not satisfied with this he chewed up the boat-kegs and whatever appurtenances to, or pieces of the boat came in his way. The mate now offered to pick a crew and boat, and renew the fight, to which suggestion the captain assented, and with the best and most experienced men of the crew, Mr. Norton again essayed to capture the wrecker of boats. As the mate's boat again approached, the whale again assumed the offensive, and the order was given to "stern all" for their lives. For half a mile or more the chase was continued, the crew striving, as only men in a desperate situation can strive, to keep clear of the enraged whale, which followed them so closely as several times to bring his jaws together within 6 or 8 inches of the head of the boat. By watching his chance, as the mouster became exhausted and turned to spout, Mr. Norton succeeded in burying his lance in the whale's vitals, killing him almost instantly.

On cutting him in, two irons were found belonging to the ship Barclay, and it was afterward ascertained that about three months before the first mate of the Barclay had lost his life in an encounter with him. He made ninety barrels of oil. Mr. (afterward captain) Norton mentioned this as the first instance within his knowledge where a whale attacked a boat before being struck.

In 1850, Captain Cook, of the bark Parker Cook, of Provincetown, lowered two boats for a bull sperm whale. The nearest boat met him

*In attacking a boat the sperm whale will sometimes turn upon his back, resuming his natural position to breathe.

In 1859, Captain Pierce, of the Emerald of New Bedford, wrote home that he had had an encounter with a "digger" whale, and after nine hours of hard fighting, had killed and sunk him. They had had three boats stoven, lost five irons and seven bombs, and broken several oars in the melee, and in trying to haul the whale up, both lines bed

parted, and he had again gone down in forty fathoms of water.

Captain Davis thus describes the whale-boat and its fittings. (See Nimrod of the Sea, p. 157): "It is the fruit of a century's experience, and the sharpened sense and ingenuity of an inventive people, urged by the peril of the chase and the value of the prize. For lightness and form; for carrying capacity as compared with its weight and sea-going qualities; for speed and facility of movement at the word of command; for the placing of the men at the best advantage in the exercise of their power; by the nicest adaptation of the varying length of the oar, to its position in the boat; and lastly, for a simplicity of construction, which renders repairs practicable on board the ship, the whale-boat is simply as perfect as the combined skill of the million men who have risked life and limb in service could make it. This paragon of a boat is 28 feet long, sharp, and clean cut as a dolphin, bow and stern swelling amidships to 6 feet, with a bottom round and buoyant. The gunwale amidships, 22 inches above the keel, rises with an accelerated curve to 37 inches at each end, and this rise of bow and stern, with the clipper-like upper form, gives it a duck-like capacity to top the oncoming waves, so that it will dryly ride where ordinary boats would fill. The gunwales and keel, of the best timber, are her heaviest parts, and gives stiffness to the whole; the timbers, sprung to shape, are a half-inch or three-quarters in depth, and the planking is half-inch white cedar. Her thwarts are inch pine, supported by knees of greater strength than the other timbers. The bow-oar thwart is pierced by a 3-inch hole for the mast, and is double-kneed. Through the cuddy-board projects a silk-hat-shaped

head on, and, when abreast of the hump, the boat-steerer put two irons into him. Before the boat could be brought head on, the whale broached half out of water and capsized her, the line fouling the boat-steerer's leg, almost severing it from the body. With great presence of mind he cut the line, and the other boat picked up the upset crew, and returned to the bark. But the whale was not satisfied with his victory over the boat. Like his fellow destroyers of the Essex and Ann Alexander, he aimed at a larger prey. Making for the bark, he struck her a tremendous blow, prostrating the men on deck and burying the cutwater and stern up to the planking in his head. A second time he struck the vessel, but with much less force. In the mean time Captain Cook got his bomb-lance ready and lowered another boat. Three times, within eight yards of him, the captain fired the lance into his body, and eventually made him spout blood, though with every piercing of the lance he rushed open-mouthed at the boat, requiring the utmost skill and coolness to avoid him. One hundred and three barrels of oil was

loggerhead, for subbing and managing the running line; the stem of the boat is deeply grooved on top, the bottom of the groove being bushed with a block of lad, or sometimes a bronze roller, and over this the line passes from the boat. Four feet of the length of the bow is covered in by a depressed box, in which the spear-line, attached to barpoons, lies in carefully adjusted coils. Immediately back of the box is a thick pine plank, in which the "clumsy cleet," or knee-brace, is cut. The gunwale is pierced at proper distances for thole-pins, of wood, and all sound of the working oars is mutiled by well-thrummed mats, kept carefully greased, so that we can steal on our prey silent as the cavalry of the poor badgered Lear. The planking is carefully smoothed with sand-paper, and painted. Here we have a boat which two men may lift, and which will make ten miles an hour in dead chase by the oars alone.

"The equipment of the boat consists of a line-tub, in which are coiled 300 fathoms of hemp line, with every possible precaution against kinking in the outrun; a most and sprit-sail; five oars; the harpoon and after-oar, 14 feet; the tub and bow-oar, 16 feet; and the midship, 18 feet long; so placed that the two shortest and one longest pull against the two 16 feet cars, which arrangement preserves the balance in the encounter, when the boat is worked by four oars, the harpoon-oar being apeak. The boat is steered by an oar 22 feet long, which works through a grummet on the sternpost. The gear of the boat consists of two live harpoons, or those in use, and two or three spare irons, i. e., harpoons secured to the side of the boat above the thwarts, and two or three lances, secured by cords in like position, the sharp heads of all these being guarded by well-fitted, soft wood sheaths. The harpoon is a barbed, triangular iron, very sharp on the edges, or it is a long, narrow piece of iron, sharpened only on one end, and affixed on the sbank by a rivet, so placed that before use the cutting edge is on a line with the shank, but after penetrating the whale, and on being drawn back, the movable piece drops at right angles to the shank, and forms a square toggle about six inches across the narrow wound caused by its entrance. The porpoise iron is preferred among the Arctic whalemen, as, owing to the softness of their blubber, the fluked iron is apt to cut its way out. The upper end of a shank, 30 inches long, terminates in a socket, into which a heavy oak or hickory sapling pole 6 feet long is introduced. A short piece of whale-line with an eye-splice at one end is then wrapped twice around the shank below the socket and close spliced. This line is stretched with great strain, and secured to the pole with a slight seizing of rope-yarn, intended to pay away and loose the pole in a long fight. The tub-line is secured to the eye of the short line, after the boat is lowered. The lance is simply an oval-headed instrument, with a cutting edge, a shank 5 or 6 feet long, and a handle as long,

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ice is simply an oval-headed ong, and a handle as long, the reward of the captors, who were obliged to put into Fayal for medical advice for the boat-steerer, and to repair their damaged vessel.*

Captain Davis, in his "Nimrod of the Sea," mentions two instances of fighting whales. The first was encountered by Captain Huntting, off the river De la Plata, and was, as is usually the case with these aquatic warriors, a bull sperm. "When the monster was struck," says Captain Davis, "he did not attempt to escape, but turned at once on the boat with his jaw, cut her in two, and continued thrashing the wreck until it was completely broken up. One of the loose boats picked up the swimmers and took them to the ship; the other two boats went on, and each planted two irons in the irate animal. This aroused him, and he turned his full fury on them, crushing in their bottoms with the jaw, and not leaving them while a promising mouthful held together. Twelve demoralized men were in the water, anxious observers of his majestic anger. Two men who could not swim had, in their terror, climbed on his back, and seated themselves astride forward of the hump, as perhaps the safest place from that terrible ivory-mounted war-club which he had brandished with such awful effect. At one time another man was clinging to the hump with his hands. The boat which had gone to the ship with the crew of the first stove boat now returned and took the swimmers on

The whale had now six harpoons in him, and to these were attached three tow-lines of 300 fathoms each. He manifested no disposition to escape, but sought to reduce still further the wreck about him. Boats, mass, and sails were entangled in his teeth; and if an oar or anything touched him, he struck madly at it with his jaw. This was entirely satisfactory to Captain Huntting, who was preparing other boats to renew the fight. At length two spare boats were rigged, and these, with the saved boat, put off again. The captain pulled on, but the whale saw the boat and tried his old trick of sweeping his jaw through the bottom of it. She was thrown out of his sweep, however, and the captain fired a bomb-lance, charged with six ounces of powder, which entered behind the fin and exploded in his vitals. Before the crew could get out of his way "he tore right through my boat like a hurricane, scattering all

with a light warp to recover it. A hatchet and a sharp knife are placed in the bowbox, convenient for cutting the line, and a water-keg, fire apparatus, candles, lantern, compass, and bandages for wounds, with waif-flags on poles, a fluke-spade, a boat-hook, and a "drug," or dragging float, complete the equipment of a whale-boat. Among this crowd of dangerous lines and threatening cutting gear are six pair of legs, belonging to six skilled boatmen. Such a whale-boat is ours, as she floats two miles from the ship, each man in the crew watching under the blade of his peaked oar for the rising whale, and the captain and boat-steerer standing on the highest point, carefully sweeping the horizon with trained eye, to catch the first speut, and secure the chance of 'getting on.'"

*Luckily the whale struck the Parker Cook directly on the stem. Had the blow been delivered on almost any other part of her hull, she undoubtedly would have shared the fate of the Essex and Ann Alexander.

Pages 357-'8-'9, 385-'6-'7.

hands right and left." So said Captain Huntting. Now four boats were utterly lost, some twelve hundred fathoms of line, and all the gear. The remaining two boats were hastily and poorly provided, the men were gallied,* the sun was going down, and the captain, when he was fished out, consented to give up the day and cry beat.

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All hands went to work to fit other boats. Through the night, under shortened sail, the ship lay near the scene of conflict, and while the weather was calm it was possible to keep track of the whale as he occasionally beat around. But the breaking day brought rough weather, and the captain proceeded to Buenos Ayres, as much to allow his men, who were mostly green, to run away, as for the purpose of refitting, as he knew they would be useless thereafter. In this design he was not thwarted. Most of them promptly deserted, having had enough of wrestling with "the fighting whale of the La Plata."

The second instance mentioned by Captain Davis, is the more rare case of vicious pugnacity in the right whale. The name of the captain who was the chief actor in the scenes is not given, but after premising that he is not an old man, and his residence is upon Long Island, he plunges directly into the narration thus, using the language of his informant: "My second mate had fastened to a large whale that seemed disposed to be ugly; so I pulled up and fastened to her also. I went into the bow and darted my lance, but the whale rolled so that I missed the life and struck into the shoulder-blade. It pierced so deep into the bone (perhaps through it) that I could not draw it out; the whole body of the whale shivered and squirmed as though in great pain. Then, turning a little, she cut her flukes, taking the boat amidships.† The broadside was stove in, and the boat rolled over, the crew having jumped into the sea. I cut the line in the chocks at the same moment, to save being run under with a kink. The crew were soon safely housed on the bottom of the upturned boat, or swimming and clinging to the keel. The second mate wanted to cut his line and pick us up, but I foolishly told him to hold on and kill the whale; that we were doing quite as well as could be expected. But I had bragged too soon. Just then the whale come up on the full breach, and striking the boat, he went right through it, knocking men and wreck high in the air. Next the great bulk feli over sideways, like a small avalanche, right in our midst; and spit efully cut the corners of her flukes right and left. In the surge and confusion two

^{*} That is, frightened.

[†] The tail is the chief weapon of the right whale, offensively and defensively, and such is the ability with which it can wield this terrific weapon that it can sweep an are from eye to eye clear of its foes. The sperm whale, on the contrary, relies mainly on its jaw. In the attack on these monsters, then, the tactics must be varied to avoid more particularly the flukes of the right and the equally formidable lower jaw of the spermaceti whale. Not that the opposite extremes of these brutes are by any means harmless, but they are secondary to these chief agents. When it is possible to haul alongside the running whale, the officer of the boat will sometimes with his fluke-spade succeed in "hamstringing" the brute by severing the tendons at the "small."

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rough the night, under conflict, and while the of the whale as he occarought rough weather, much to allow his men, purpose of refitting, as this design he was not having had enough of ata,"

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"As the whale came feeling around with her nose, she passed close by me. I was afraid of the flukes, and got hold of the warp, or iron pole, or her small, or something, and towed a little way till she slacked speed a little. Then I dove under, so as to clear the flukes, and came up astern of them. I was in good time; for having felt the boat she turned over and threshed the spot with a number of blows in quick succession, pounding the wreck into splinters. She must have caught sight of me, for she came up on a half breach, and dropped her head on me, and drove me, half stunned, deep under water. Again I came up near the small, and again dove under the flukes. From this time she seemed to keep me in sight. Again and again—the mate told me afterward—she would run her head in the air and fall on my back, bruising and half drowning me as I was driven down in the water.

"Sometimes I caught hold of the line, or something attached to the mad brute, and would hold until a sweep of the flukes would take my long legs and break my hold. The second mate's boat had cut long ago, and watched her chance to pick up the surviving crew, but had not been able to reach me; for when the whale's eye caught the boat, she would dash for it so wickedly that the whole crew became demoralized, owing to the loss of the two men, and the sight, to them more terrible than to me perhaps, of the peril the captain was in. To husband my strength, I gave over swimming, and, treading water, I faced the danger, and several times by sinking avoided the blow from her head. As a desperate resource, I strove with my pointed sheath-knife to prick her nose; I did all a strong man was in duty bound to do to save his life. The cooper, who was ship-keeper, ran down with the ship, intending to cut between the whale and myself, but we were at too close quarters. He was afraid to run me down lest he might tear me with the ragged copper. Thus for three-quarters of an hour that whale and I were fighting; the act of breathing became labored and painful; my head and shoulders were sore from bruises, and my legs had been pounded by his flukes; but it was not until I found myself swimming with my arms

*Says Captain Davis: "Had the right whale the habit of 'jawing back,' as the sperm whale has, it would be next to impossible to secure him by the present weapons and methods of our whalemen. * * * Read Scoresby, Jardin, and Beale, the fathers of whaling literature, and they will not reveal the secret of the weakness of the right whale. Whalemen and naturalists, they have failed to record the important fact, that on the tip of the upper jaw there is a spot of very limited extent, seemingly as sensitive in feeling as the antenna of an insect; as keenly alive to the prick of lance or harpoon as a gentleman's nose is to the tweak of finger and thumb. However swiftly a right whale may be advancing on the boat, a slight prick on this point will arrest his forward motion at once. I think it safe to say that he will not advance a single yard after the prick is given. He will either pitch his head, and round down, like a great wheel turning on a fixed axis, or he will turn shortly to the right or left, according to the part of the nose which is pricked. Sometimes he will throw his enormous head straight in the air, and settle backward tail first, by this motion exposing his

alone and that my legs were hanging paralyzed, that I felt actually scared. Then it looked as if I couldn't hold out much longer; I had seen the ship close beside me, and the second mate's boat trying to get in to me, and throwing me lines, or something to float on, but I had failed to reach them. Now these things seemed very far off; that was the last I remembered until I came to on board the ship.

"I was afterwards told that the first mate, in answer to a signal from the ship,* had come up, and seeing me feebly paddling with my hands and not answering to his hail, he put straight into the fight. The whale saw them coming and made for them. The men sprang to their oars, and the mate had only time to seize my collar, while they pulled their best to escape from the furious whale. They thus gained time to take me into the boat, seemingly a drowned man. The mate had true pluck. Leaving me to the care of the crew on board, he put back for the whale. As he afterwards said, "She was too dangerous a cuss to run at large in that pasture-field." Watching a chance, he got a "set" on her over the shoulder-blade, and sent the red flag into the air. This tamed her; she lagged around for a time, and settled away dead. The mate then

whole throat to the thrust of the harpoon or lance; he may take any course, save the one directly forward. It seems almost as though this sensibility to touch was a gnard against the collision of parts so important to existence with other objects, and which are beyond the line of vision. And it is also endowed with a backing power which is simply marvelous, when we consider the enormous weight moving forward with great speed. This very marked peculiarity of the right whale is constantly taken advantage of by the whaleman, who, working about its head completely out of the reach of its active flukes, parries the charge of the enraged monster as deftly as the fencer glances the thrust of his antagonist's sword. If an advancing whale glides under the boat, and the back, or 'small,' touches the keel, then, quick as the lightning flash, the responsive flukes will whip up, and send boat and crew into the air, amidst a perilous tangle of kinking line, sharp harpoons, lances, spades, batchets, knives, and boat-gear generally. An accursed attribute of such sharp company is to travel point or edge first, and form closer acquaintance than is agreeable." (Nimrod of the Sea, p. 376.)

*Each whale-ship has a private code of signals for her absent boats to signify when to return, where to flud whales, &c., so when two ships, not cruising in company, lower for whales, the men on board of one ship can recall the boats, change their course, or convey any other similar intelligence without the nature of the tidings being known to the crew of the rival vessel until it is too late to be available. Captain Preble, in his "Notes on Whales and Whaling" (No. 37), illustrates this fact by giving the following, which was the code used by Capt. Elisha Dexter, of the whaling brig William & Joseph: "Whales ahead-Down jib. Whales astern-Haul up spanker. Whales between the ship and boats-Flag half mast. Whales on the weather bow-Haul up the weather clew of the foresail. Whales on lee bow-Lee clew of foresail. More whales and a better chance-Flags on the fore-top-gallant-mast head and peak of the spanker. Whales on the weather beam-Mizzen topsail aback. Whales on the lee beam-Keep the ship off and luff her up again. Wheles too near to keep off-Signal to come on board. This signal is made by standing on the top-gallant yards and holding flags in your hands." Signaling is sometimes done with the mast-head waif, which is a light pole 6 or 8 feet long, with a hoop fastened on the end and covered with canvas. (This is sometimes called a "yonder" by English whalemen.) Scammon, 230,

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came on board and reported sunk whale; and I was put to bed, a mass of bruised flesh. It was several weeks before I was able to take my place in the head of my boat again." t

In the early days of Pacific whaling, not only did our sailors have to seek and encounter their gigantic antagonist amid the dangers of hidden reefs and an unexplored and unknown ocean, but frequently, when putting into some of the numerous islands for supplies, they were compelled to fight the wilv and treacherous savages inhabiting some of those groups. Many a vessel had been "cut out," and not a man survived to tell the story of the massacre. How far their brother whalemen had been instrumental in thus bringing upon their heads this vengeance for real or fancied wrongs it is difficult to determine. Beyond a question the natives in some localities, disposed to be peaceable at first. had been enraged by the thoughtless, contemptible, or villainous conduct of some of their white visitors, and upon the heads of the next unguarded comers descended the blow now aimed rather at a race than at any particular set of men. Instances are not wanting of cruel, dastardly, treacherous conduct on the part of sailors towards the inhabitants of these sunny islands, and, smarting under their wrongs, their spirit of revenge made no discriminating divisions between the innocent and the guilty; the only thing cared for was the fact that they were whites.

An instance of this dangerous element in the whaleman's life occurred to the crew of the ship Awashonks, of Falmouth, Prince Coffin master.

t Different captains have different opinions about the captain's place. Some of the most successful say they can do better by remaining on board the ship and directing the movements of the boats; others equally fortunate prefer to be "where the battle rages " strongest.

^{*} Captain Davis says, (p. 238,) "A peculiar feature in right-whaling is the considerable number which sink on being killed. This rarely occurs with the sperm whale. With the hump-back it is the rule, and therefore this fishing is carried on in shallow sounds and bays. On putting the question, 'Why do right whales sink ?' scarcely two men will give the same reason in reply. Captain West, when master of the Adeline Gibbs, in conversation with two Arctic whalemen, at Maui, gave the following answer: To lance a right whale over the shoulder-blade, directing the lance downward, will kill it in the shortest time; but he will be almost certain to sink. Such a wound will be followed by a rushing escape of air, manifesting itself in large and continuous bubbles rising through the water. When this occurs the whale is certain to sink.' Therefore, he holds to the theory that whales are furnished with a sound, or air bladder, like fish, and that through no other cause than injury to this bladder could the whale settle instantly as it does. The two captains above mentioned stated that on their last cruises one had taken nine whales, without one sinking. The other had sunk eight whales, and prided himself on the fatal thrust of his lance over the shoulder." Capt. 8. P. Winegar, of the Julian, expressed himself in 1860 (see N. B. Shipping List) of a decidedly different opinion. He believed it was owing to the whales themselves and not to the manner of killing them. He further states that whales sink more often on some ground than on others, and some kinds on the same ground more than others. The right whale is more liable to sink than the bow-head, and bow-heads sink oftener in the Ochotsk than in the Arctic. He had whaled six seasons in the Arctic and never knew of whales sinking there.

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On the 5th of October, 1835, the ship touched at Namarik Island * to recruit. The natives came on board the ship, as was usually their custom, but in no extraordinary numbers, and they manifested only the ordinary curiosity common to all these islanders in those days. At noon the captain. mate, and second mate went down to dinner, leaving the third mate, Silas Jones, in charge of the deck. Having finished, they returned, and Mr. (afterward Captain) Jones went below, coming back in about fifteen minutes. The ship's company at this time were scattered about the vessel; three of them were aloft on the lookout for whales, and one watch was below. Just after the return of Mr. Jones to the deck the attack commenced. The natives, who had, unnoticed, grouped themselves, suddenly made a rush for the whale-spades, which were in their accustomed places in the spade-rack under the spare boats. Captain Coffin was the first one to fall, being beheaded with a broad-edged spade, and almost simultaneously the man at the helm was killed. The first mate was butchered as he leaped down the fore hatch, while the second mate, who had run out on the jib-boom, was struck with some missile, and, falling, was clubbed to death by the savages. In the mean time the third mate had seized a spade, and after a struggle secured it. This he threw at a native, but, the wily savage dodging, it fastened firmly into the wood-work. Before Mr. Jones could loosen it, two natives had hold of the pole behind him. Unable to secure it, and the inequality of the conflict becoming each moment greater, Mr. Jones made a rua for his life. At this time he was the only white man on deck abafi the try-works, and so closely was he beset that he was unable to escape until he reached the fore hatchway, down which he jumped. The deck was now in the possession of the natives, who proceeded to fasten down the hatches and close the companion-way so as to imprison the crew. The leader then took the wheel and headed the ship for the shore. The men who were aloft and were the horrifled spectators of this butchery, feeling that their only safety lay in thwarting the plans of the savages, went as far down the rigging as they safely could and cut the braces. The yards now swinging freely the ship lost her steerage-way and slowly drifted toward open water.

During this time the third mate and the remaining survivors of the ship's company were by no means idle. Knowing that in the cabin were the ship's muskets, and realizing that it was necessary to secure them before they fell into the hands of the natives, they worked their way aft, and managed to gain possession of them unseen by their foe. From this castle they fired upon the savages wherever a mark was offered, now at the faces as they peered through the skylights, now through the cabin windows at the assembling canoes. But now a new idea occurred to the prisoners. By order of the third mate a keg of powder was got up from the run, a quantity of it was placed on the upper step of the companion-way and a train laid to the cabin. Direct-

^{*} Latitude 54° north, longitude 168° east. One of the Marshall group.

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ing his men to be ready to rush on deck the instant the explosion had taken place, regardless of him if he was injured by it, he fired the train. The crash of the timbers and the screams and yells of the wounded and terrified savages told of the success of the plot. Rushing on deck the crew speedily drove overboard those natives who had not already found refuge there, and the terrible conflict was over. From first to last the fight occupied about an hour. The captain, mate, and second mate were killed, and four men had received fearful gashes from the murderous spades; one man died a few days afterward, the rest recovered. Mr. Jones took charge of the ship and brought her home.

One of the most fruitful sources of peril to the whaleman is the danger of his boat being taken down by the whale through the line fouling, or of being taken out of sight from the ship in his desire to hold to his whale to the last moment. Numerous cases have occurred where a boat's crew has been lost under one or the other of these circumstances, and though occasionally in the latter case they may have recovered their own ship, or have been rescued by another, the danger arising from this cause has always been formidable. Occasionally the boat

"This account is gathered from that of the third mate, Captain Silas Jones, of Falmouth (who, with the characteristic modesty of whalemen, refers but little to his own actions in the struggle), and from that given by Captain Davis in the "Nimrod of the Sea." The annals of whaling afford many instances of a similar nature to this, both in the English and American South Sea fishery.

In April, 1825, the ship Oeno, of Nantucket, struck on a reef near Turtle Island, one of the Fejee group, and speedily showed signs of breaking up. The crew, twenty-one in number, took to the boats and landed upon the island, lured thither by the friendly motions of the natives, but when ashore about two weeks a tribe from a larger island visited the one upon which they were, and finding them unarmed massacred all but one of them. He escaped by hiding until they returned to their own island, and subsequently got away from the island.

In 1834, or '5, the brig Waverly, Capt. William Catheart, of Woahoo, was cut off at Strong's Island and all on board massacred, and in 1842 the English whaler Harriet, of London, Capt. Charles Bunker, shared the same fate.

In 1842 or '3, seventeen of the crew of the whale-ship Offly, of London, were massacred by the natives of Solomon Islands, in revenge for the murder of a thief by the mate of another vessel.

In 1845 the captain, second mate, and two boats' crews of the French whaler Angeline were reported massacred at the Mulgrave Islands.

In 1847 the ship Triton, of New Bedford, put into Sydenham's Island (one of the King's Mill group), to recruit. While the captain with his boat's crew were ashore purchasing a fluke-chain, the natives, incited by a renegade Spaniard, attacked and captured the ship, killing one of the mates and several of the crew. The second mate with his men escaped in a boat. The ship worked off shore and the natives left her. She was afterwards carried into Papiete, (one of the Society Islands). The United States and Alabama, both of Nantucket, touched at the King's Mill group and succeeded in rescuing the survivors. In all, five were killed and seven wounded.

In 1852 the brig Inga was cut off at Pleasant Island, and all on board were murdered. One of the original crew, left on the island about a year before to recruit, was spared.

These are only a few of numerous instances. The crews of English ship Syren, the Boy, of Warren, R. I., the Twilight, of New Bedford, and many others suffered at the hands of the natives of the Pacific and Indian Oceans.

gains a rescuing ship or port only after intense suffering on the part of the crew. One of the most notable instances of this kind is recounted in "The Whale and his Captors" of Captain Hosmer and his boat's crew from the bark Janet of Westport.

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While off the coast of Peru, on the 23d of June, 1849, three boats were lowered for a school of sperm whales. Each boat made fast, and Captain Hosmer soon "turned up" his. In putting about to tow him to the ship the boat was capsized, and boat-keg, lantern-keg, boatbucket, compass, paddles, &c., were lost. She was righted and the oars lashed across her to prevent another overturn, as she was full of water, and the sea continually breaking over her. Signals of distress were set, the other boats being about a mile and a half off. Captain Hosmer saw the other boats take their whales alongside the bark, which was still heading toward his own, but to his amazement, when within about a mile, she stood off on another course and continued so until the coming on of night hid her from the anxious eyes of the horror-stricken crew. They now got up alongside the whale and tried unsuccessfully to free their boat of water. Relinquishing this hope they cut from the whale, and, rigging some pieces of the boat-sail, they steered toward the vessel's light, which at intervals became visible, but in the morning the distance had apparently not lessened. They could behold their shipmates cutting in their whales, but all efforts to attract their attention were unavailing. Again they made a futile attempt to bail the water from their boat. Finding it impossible to make their situation known to their comrades and the distance between them constantly increasing, they put about before the wind. On the second morning the wind, which from the time they lowered had blown freshly, being less strong, they threw overboard their whaling craft and a third time tried to bail their boat, but they lost one of their companions without accomplishing their purpose. Again in the afternoon they essayed, and this time they were successful, but another man was sacrificed in the attempt. For forty-eight hours they had been up to their arms in water, without a morsel of food or a drop of drink, and they were suffering painfully from thirst. Two of the survivors already were delirious. The nearest known land was Cocus Island, on the coast of Peru, a thousand miles away; not a man on board was capable of handling an oar, and their only means of propulsion was a small fragment of sail.

For Coeus Island then it was determined to head, and tearing up the ceiling of the boat they fashioned from it a sort of wooden sail.

Nothing out of the ordinary course of starvation, thirst, and a rapid decline of their energies, occurred until seven days had elapsed, during which time not a morsel of food nor a drop of water had lent them strength, nor a reviving shower fallen to aid in prolonging their existence. It was now agreed to cast the terrible lot to see which of their number should die that the rest might live, and the unfortunate man

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Being without compass or other instrument to determine their course or situation Captain Hosmer was obliged to steer as best he could with such aid as was afforded by the north star and the rolling swell of the sea from the south. On the eighth day another of their number died from exhaustion, and it was deemed necessary to steer a more northerly course in hopes to again be blessed with rain.

On the ninth day another shower fell, and this blessing was followed by the remarkable circumstance of a dolphin leaping directly into their boat. Several birds also approached so near as to be killed by the wanderers, and great relief was afforded them by these happy events.

On the 13th of July, land was seen, which proved to be Cocus Island (uninhabited),* and this land the shattered remnant of a strong and hardy crew succeeded in reaching. They succeeded in catching a pig, and, drinking its blood, were reinvigorated. A plentiful supply of birds and fresh water aided their recuperation. On the second day after landing they were overjoyed to see a boat approach, which proved to belong to the Leonidas, Captain Swift, of New Bedford, a brother whaleman, then recruiting in Chatham Bay, and it is needless to say that all that could be done for the survivors was done.†

Revolts among the crew, occasioned sometimes by the brutality of the officers, and fully as often by a spirit of lawlessness in a very small minority of the men, and spreading from them like an infection to their shipmates, are at times met with. Two of the most notable of these, coming entirely within the latter category, are given.

Scarcely had the horrors of the loss of the Essex ceased to appal the minds of the people of Nantucket, when news of another and a more

^{*} Latitude 5° 27' north, longitude 87° 15' west. Of the crew of six, but two survived.

[†] In a letter from the mate of the Janet to her owners he says that after his boat returned to the ship, he run down for that of the second mate, the only one theu in sight from the ship. They then proceeded in the direction in which the captain's boat was last seen going, and lay to all night with all sail set and lights burning. They cruised three days, but were unable to get any trace of the captain's boat and were forced to the melancholy conclusion that it had been carried down by a foul line, more particularly as he had a new line with him coiled but two days before. (See "The Whale and His Captors.")

In January, 1860, the Massachusetts, of New Bedford, lowered four boats for a school of whales. One was killed and the mate was sent to bring the ship. She was not out of sight and the mate did not succeed in regaining her until 10 o'clock in the evening. The other three boats lay by the whale all night, and the next day, having seen nothing of the vessel, cut from him, and started for Brazil, 330 miles distant, reaching land in five days. Cheever, in "The Whale and His Captors," p. 219, instances another thrilling adventure of this kind.

[&]quot;Foul lines" have been the death of many a whaleman. A kink in the line, as it runs from the tub, catches an arm, or a leg, and in an instant the unfortunate man is overboard and too often never seen again alive. On page 138 of "The Whale and His Captors" may be found an example of this form of peril.

shocking calamity was brought to the island. The most diabolical, cold-blooded mutiny ever perpetrated upon the deck of any whaleship was that on board the Globe, of Nantucket, in the month of January, 1824, and this it was that thrilled the minds of the islanders and eclipsed the terrible details of the loss of the Essex.

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The Globe, Thomas Worth commander, sailed from Nantucket in the latter part of December, 1822, and when she again entered that port in November, 1824, her decks were stained with the life-blood of her captain and her three mates. On the night of January 25, 1824, four of the crew, headed by Samuel B. Comstock, a boat-steerer, mutinied, and killing their superior officers, took the ship into the Mulgrave Islands, intending to destroy her. Arrived there, they proceeded to strip the vessel, and while doing so a quarrel arose among themselves, and it culminated in the death of Comstock. Soon after this, before the work of demolition had further progressed, six of the men, most of whom had taken no part in the mutiny, and simply remained quiet to avoid the fate that had overtaken the captain and mates, having been sent to guard the ship, cut the cable and escaped from the islands, arriving at Valparaiso after a long and boisterous passage. Here the vessel was taken in charge by the American consul, and the men confined pending their examination, after which they were restored to the Globe, which was put in charge of Captain - King and sent to Nantucket. Ten men had been left at the Mulgraves,* but repeated injuries to the natives on the part of Silas Payne (the second in command of the mutineers at the time of the outbreak, and the murderer of his associate conspirator, Comstock), so incensed them that one after another of the crew were slain, the innocent perishing with the guilty, until on the arrival of a United States vessel, which had been sent there to rescue the survivors, but two remained alive.

In an account of this sad affair, published by Messrs. Lay and Hussey immediately after their rescue, is related the following incident as showing the gross brutality of Comstock, the chief of the mutineers, and the miserably slight pretexts by which they justified to themselves their diabolical plot and its carrying out. Some time previously to the mutiny Comstock, who was a boat-steerer, had desired a friendly wrestle with the third mate, Nathaniel Fisher. Mr. Fisher, being the more athletic, handled him with so much ease that Comstock, enraged at Fisher's superiority, struck him, whereupon the third mate laid him on deck several times quite severely. Comstock at the time made threats of vengeance upon Mr. Fisher, to which he paid no attention.

After murdering the captain and first mate, who were both asleep at the time of the assault, the mutineers proceeded to attack the second and third mates, who were in the cabin. Comstock had loaded two muskets, and on reaching the cabin-door he fired one of them in the

^{*}One man was hung by the mutineers.

[†] William Lay, of New London, and Cyrus Hussey, of Nantucket.

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direction in which he judged the officers were, shooting Fisher in the mouth. "They now," continues the account, "opened the door, and Comstock making a pass at Mr. Lumbert (the second mate), missed him, and fell into the state-room. Mr. Lumbert collared him, but he escaped from his hands. Mr. Fisher had got the gun, and actually presented the bayonet to the monster's heart, but Comstock assuring him that his life should be spared if he gave it up, he did so; when Comstock immediately ran Mr. Lumbert through the body several times. He then turned to Mr. Fisher and told him there was no hope for him! 'You have got to die,' said he, and he alluded to the wrestling affair between them, and the full force of the threats made at the time became apparent to the mind of the unfortunate second mate. Finding his cruel enemy deaf to his remonstrances and entreaties, he said, 'If there is no hope, I will at least die like a man!' and having, by order of Comstock, turned back to, said in a firm voice, 'I am ready.' Comstock then put the muzzle of the gun to his head and fired, which instantly put an end to his existence." The body of the captain was brutally mutilated, and with those of the mates was thrown overboard, the first and second officers being, in spite of their terrible wounds, still alive.

Similar in diabolical atrocity, both in the lack of provocation and in the carrying out of the plot, was the outbreak on the ship Junior, of New Bedford, in 1857. The ship sailed in July of that year on a voyage to the Indian and Pacific Oceans. Christmas came, the day of hallowed associations to the natives of civilized countries, whether their place of sojourning be on the land or on the sea. The day passed tranquilly on board the ship, Captain Mellen serving to each of the crew in the evening a small glass of spirits to commemorate the return of the Christian holiday. To all outward appearance, this kindly act on the part of the captain, an act which has a specially friendly significance to the mariner, was appreciated and reciprocated in sentiment by the crew. This being accomplished, Captain Mellen retired to his cabin, and soon he and his officers were calmly slumbering in their berths, little dreaming that hands that had but just received the token of hospitality and goodfeeling from them would, ere another sun had dawned, be reeking with their blood. The major portion of the crew, who also had no suspicion of the cold-blooded schemes of their comrades, also "turned in" to their

berths and slept.

At about 1 o'clock in the morning of the 26th of December, the ringleader in the mutiny, Cyrus Plummer, with four of his associates, all armed with guns cocked and extra-loaded, entered the cabin, having first stationed five others outside to prevent aid reaching the officers in case they gave the alarm. With the muzzles of their guns almost touching the bodies of their victims, the conspirators, at the word from Plummer, fired. Three bullets pierced the body of the captain, who was almost instantly killed. The first mate, shot by six balls, survived, The third mate was killed with a whaling-spade or lance as he rose.

ssey, of Nantucket.

wounded by the murderous muskets. Alarmed by the discharge of the fire-arms, the remainder of the crew rushed to the deck, where they were confronted by the whole force of the mutineers, those who had assaulted the officers hurrying up to aid those left on guard. In the confusion the first and second mate hid themselves from their would-be murderers. The loyal men of the crew, finding themselves completely in the power of the revolting ones, had no recourse but to submit. After the first burst of passion was over, the second mate made his appearance and his life was sparad. The chief mate had secreted himself in the hold, where, in spite of the torture from his wounds, he remained for five days undiscovered, and when at last he was found, the mutineers required his services to navigate the vessel.

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When within about twenty miles of the coast of Australia, Plummer and his accomplices, taking two whale-boats and rifling the ship of everything they could find of value, left the vessel and landed upon those shores, where eight of them were subsequently captured.*

With the opening of navigation in high latitudes came increased perils. Not sufficient were the dangers from their gigantic prey, or furious gales, or the losing sight of the ship; to these must be added the risk of being ground between two mighty ice-bergs, of being caught in some field of ice and forced ashore, of having the stout timbers of their vessel pierced by the glittering spear of some stray berg as it was driven by the force of the polar currents. The season in either northern sea lasts but two or three months, and the temptation to incur many risks for the sake of rapidly filling the ship is too great to be withstood. The life of the whale-hunter is a life of risks—this only adds a little more to his repertoire of exciting scenes.

Captain Pease, of the ship Champion, of Edgartown, in a letter published in the New Bedford "Shipping List," of November 29, 1870, thus describes some of the incidents of Arctic whaling: "We made and entered the ice on the 17th day of May, about 40 miles South of Cape Navarin, weather thick and snowing; on the 20th the weather cleared up, showing about a dozen ships in the ice. The weather having every appearance of a gale, I worked out of the ice, and soon found myself surrounded by fifty ships. Saw but one whale in the ice. On the 23d, weather pleasant, two or three ships worked a short distance in the ice; the next day the fleet commenced following, and in a few hours fifty ships were on a race to Cape Thaddeus; it was oak against ice, and like all heavy moving bodies which come in collision, 'the weakest structure always gives way;' so with the ships, they all came out more or less damaged in copper and sheathing—the Champion four days ahead to Cape Thaddeus, and in clear water.

^{*}In 1853 the crew of the brig William Penn, of San Francisco, consisting of five whitee and fifteen natives of the Pacific Islands, mutinied, killing the captain, Isaac B. Hussey, and one man, and badly wounding the first and second mates and another man. The second man died a few days after the outbreak.

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"Unfortunately, for the first time since whaling, there were no whales, On the 13th of June, we lowered for a whale going quick into the ice, Cape Agehen bearing southwest 90 miles, and before getting the boats clear, the ice packed around us. From that time until the 26th, so close and heavy was the ice packed around us, that we found it impossible to move the ship. With our sails furled, we drifted with the ice about 12 miles per day toward Cape Agchen, the ship lying as quiet as in a dock, but on the 22d, when close under the cape, a gale set in from the southward, producing a heavy swell and causing the ship to strike heavily against the ice. We saved our rudder by hooking our blubber-hooks to it and heaving them well taut with hawsers to our quarters. Had the current not taken an easterly shore course. the ship must have gone on shore. The wind blowing on shore, which was distant less than half a mile, 5 to 6 fathom; of water under us, ship rolling and pounding heavily against the ice, weather so thick we could not see 50 yards, made it rather an anxious time. For 36 hours I was expecting some sharp-pointed rock would crash through her sides. On the 24th, finding only 41 fathoms water, little current, with the larger pieces of ice around, we let go an anchor and held her to a large floe of ice. Here we broke our sampson-post off in the deck. On the morning of the 25th the weather cleared up, showing our position to be at the head of a small bay about 15 miles east of Cape Agchen. Here for two days we lay becalmed and ice-bound. On the second day the ice loosened, when we took our anchor and by 18 hours' hard work succeeded kedging about 4 miles seaward; a breeze then springing up from off shore, we spread sail and passed into clear water. We spent a short time in the straits, but saw nothing of the bowhead kind. Passed into the Arctic July -, and found most of the fleet catching wairus; about a dozen ships (this one among the number) went cruising along the northern ice for bowheads. After prospecting from Ley Cape to near Herald Island, and seeing not a whale, I returned to the walrus fleet. The first ship I saw was the Vineyard, with 175 walrus; since then I have not seen or heard from her. This walrusing is quite a new business, and ships which had engaged in it the previous season and came up prepared were very successful. While at it, we drove business as hard as the best of them, but soon became convinced that the ship's company (taken collectively) were much inferior to many others; they could not endure the cold and exposure expected of them. I have seen boats' crews that were properly rigged, kill and strip a boatlead of warrus in the same length of time another (not rigged) would be in killing one and hauling him on the ice. We took some 400, making about 230 barrels. About August 5, all the ships went in pursuit of bowheads, (most of them to Point Barrow). When off the Sea Horse Islands we saw a few whales working to the westward, just enough to detain us; we took two making 200 barrels; the weather cold, and a gale all the time. In September I worked up about 70

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miles from Point Barrow; saw quite a show of small whales in the sea; took four which made about 100 barrels. As that was a fair sample, and not having the right boys to whale in that ice, where the thermometer stood only 8 above zero, I went back to the westward. Ships that had from 40 to 50 men, (clad in skins), and officers accustomed to that particular kind of whaling, did well. In going back, the fourth mate struck a whale which made about 70 barrels. From the 28th of September to the 4th of October we saw a good chance to get oil, had the weather been good and a well, hardy crew. We could not cut and whale at the same time. We took four whales which would have made 500 barrels had we had good weather to boil them. On the 4th of October we put away for the straits, in company with the Seneca, John Howland and John Wells-a gale from northeast, and snowing. On the evening of the 7th it blew almost a hurricane; hove the ship to south of Point Hope, with main-topsail furled; lost starboard bow boat, with davits-ship covered with ice and oil. On the 10th, entered the straits in a heavy gale; when about 8 miles south of the Diomedes, had to beave to under bare poles, blowing furiously, and the heaviest sea I ever saw; ship making bad weather of it; we had about 125 barrels of oil on deck, and all our fresh water; our blubber between decks in horse-pieces, and going from the forecastle to the mainmast every time she pitched, and impossible to stop it; ship covered with ice and oil; could only muster four men in a watch, decks flooded with water all the time; no fire to cook with or to warm by, made it the most auxious and miserable time I ever experienced in all my sea-service. During the night shipped a heavy sea, which took off bow and waist boats, davits, slide-boards, and everything attacked, staving about 20 barrels of oil. At daylight on the second day we found ourselves in 17 fathoms of water, and about 6 miles from the center cape of St. Lawrence Island. Fortunately the gale moderated a little, so that we got two close-reefed topsails and reefed courses on her, and by sundown were clear of the west end of the island. Had it not moderated as soon as it did, we should, by 10 a. m., have been shaking hands with our departed friends."

Another difficulty of North Pacific navigation is mentioned in a letter from Capt. William H. Kelley, of the bark James Allen, of New Bedford, to the Hawaiian Gazette, in 1874.* He says: "One of the perplexities of the navigator cruising in the Arctic Ocean is the singular effect northerly and southerly winds seem to have upon the mariner's compass. Captains have noticed this singularity for years, and no solution of the matter, as far as I have learned, has yet been arrived at Navigators have noticed that with a north or northeast wind they can tack in eight points, while with the wind south or southwest in from fourteen to sixteen points. All navigators know that for a square-rigged vessel to lie within four points of the wind is an utter impossibility, the

^{*}See New Bedford "Shipping List," January 5, 1875.

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average with square-rigged vessels being six points. This peculiar action of the compass renders the navigation of the Arctic difficult and at times dangerous, especially in thick, foggy weather. Navigators in these regions have proved to their satisfaction that on the American coast, north and east of Point Barrow, to steer a land course by the compass and allow the variations given by the chart, 44° 15' east, with the wind at north or northeast, would run the ship ashore, steering either east or west. * * * Experience, therefore, has obliged navigators to ignore the variations marked upon the charts, and lay the ship's course by the compass alone to make a land-course safe in thick weather. With an east or west wind the effect on the compass is not so great as with other winds. I have said this much to show the working of the compass in the Arctic Ocean during different winds, not that I admit that the wind has any effect whatever upon the compass. I give the facts as they came under my observation, and corroborative testimony will be borne by any shipmaster who has cruised in the Arctic Ocean."

Although in the earlier, and at times in the later years of Arctic whaling the yield of oil has been large, yet the extra expense of obtaining it has been a formidable element entering into the calculation on the profits of the voyage. The anchorage was found to be of that character that the ground-tackle in use in other oceans availed but little, and heavier anchors and cables had to be furnished to prevent the almost inevitable drifting upon a lee shore, which, in a heavy gale, lighter anchors and lighter cables could only postpone. Again, but few ships returned from these regions without showing heavy sears and wounds as the result of their contest with the ice, while many vessels laid their bones in these desolate seas and on the rock-bound coasts. The most memorable instance of loss from shipwreck in the Arctic is that of the season of 1871, when thirty-four vessels out of a fleet of forty-one were abandoned in the ice as hopelessly lost.

More particular stress has been laid upon the North Pacific fishery because the bulk of the Arctic whaling was carried on on the western coast, but the pursuit was carried on in Hudson's Bay* and the surrounding seas with no less danger and with no less loss when we consider the number of vessels engaged. Scurvy, that dread of the sailor, was more to be feared in the North Atlantic than in the North Pacific Ocean.† Vessels usually fitted for shorter voyages, and the sudden closure of the ice around them, cutting them off from all communication with the outside world, attended as it was with a distressing uncertainty as to when their imprisonment would terminate, was an event that was positively appalling. The long catalogue of whale-ships crushed by the ice, which

^{*} Malte Brun says (v, p. 76, ed. 1826,) "All attempts at whaling in Hudson's Bay are unsuccessful."

[†]The Ansel Gibbs, of New Bedford, was lost in the ice in Hudson's Bay, October 19, 1872. Fifteen of her crew died of scurvy before they were freed from their icy prison.

is an accompaniment to the history of the English fishery in the Greenland seas, is ample attestation to the perils North Atlantic mariners were obliged to encounter, and ample testimony to the bravery and hardihood of those men, English, Dutch, and American, who pursued their prey amid so much of danger, privation, and suffering.*

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The American Greenland sea-fishery affords but few examples of these perils, simply because the fleet in these waters was of late years very small. Vessels have sailed on their voyages to Hudson's Bay and Davis Straits and never returned, and the fate of the gallant men who composed their crews has been and must ever remain a mystery.

Mention has been made more particularly of those sources of disaster more peculiar to the business, but it must not be inferred that these are the only trials which beset the life of the whaleman. In common with, but probably not in proportion to, the merchant service, the scenes of shipwreck and suffering are alike the shadows darkening the sunshine of their lives; shipwrecks, resulting not from the nature of their avocation, but the result of gales, of fire, and of sudden calamity.

On the 4th of March, 1854, the ship Canton, of New Bedford, was wrecked on a reef in the Pacific Ocean situated in 2° 45′ south latitude, and 173° west longitude. The crew gained the shore of a small barren island, and there subsisted as best they could for four weeks. During this time, in the best procurable shade, the thermometer denoted a temperature of 135° by day and 94° by night. Long existence there was out of the question, since their only source of supplies was the wreck of their vessel, and it was determined to endeavor to reach the King's Mill group of islands, some eight hundred miles distant. Having procured a very limited stock of bread and water, they started in four boats, reducing themselves to an allowance of one-half a pint of water and half a biscuit per day to each man. During the night the boats

^{*} One of the most horrible tales of suffering in the annals of the whale-fishery is that of the English whaleship Diana, which left the Shetlands in 1866 for an Arctic (Davis Strait) voyage, with a crew of fifty officers and men. The time for her return came and passed, and nothing was heard of her whereabouts or fate. A premium was offered for tidings from the missing vessel, and at last she brought her own intelligence. On the 2d of April, 1867, the people living near Rona's Voe were startled by seeing the ghastly wreck of a ship sailing into the harbor. Battered, ice-crushed, her sails and cordage cut away and dismantled by the rigors of her terrible imprisonment, her boats and spars out up to feed the fires which kept the wretched crew from freezing, her decks strewed with the dead and dying, the long lost Diana returned. The fifty who sailed were all brought back, but how ? Ten bodies, one of them the captain's, lay on the deck carefully arranged for that burial which their comrades could not bring themselves to give to them. Thirty-five lay helplessly sick, some of them dying. Two still retained strength enough to go aloft, and three more were able to crawl around on deck. The man at the wheel fainted with excitement when help was at hand. One of the sick died in his berth after the rescuers had boarded the ship. The surgeon had worked untiringly, but cold, hunger, scurvy, and dysentery had done their work as unceasingly. The captain was the first to succumb, and one by one the others followed him. Another night and the ship which had been for all a common home would have proved to all a common tomb.

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were kept together, but in the day-time they separated as widely as was prodent, to increase their chances of seeing a sail. On their perilous royage they encountered considerable severe weather, and passed the islands where they intended to stop. When at length, after a voyage of forty-five days, they landed at Sypan (one of the Ladrones), not one of their number was able to stand. Here they caught birds and fish, and obtained cocoanuts, but no water, and they again started, this time for Tinian, distant about thirty miles. Arrived off there, the commander refused to allow them to land, thinking they were pirates. He even ordered his soldiers to fire upon them, but they finally convinced him who they were, and he supplied them with bread and water. Four days after they landed at Guam, baving sailed in their boats about thirty-five hundred miles.

On the 21st October, 1851, the ship Junius, of New Bedford, was lost on a reef in Mozambique channel. The crew left the ship, unable to secure any provisions save four salt hams. All but one boat's crew landed at Saint Augustine Bay, about two hundred miles from the scene of their ship-wreck, having been in their boats six days and nights without water and with no food except the hams, which to men in their situation were worse or but little better than no food. The missing ones were subsequently rescued.

The ship Logan, of New Bedford, was lost January 26, 1855, on Sandy Island Reef. A boat-steerer and three men were drowned at the time. The survivors landed at the Feejee Islands after enduring much suffering.

very time these atrocities were being perpetrated the squadron of Commodore Biddle lay in the harbor of Yeddo, and our Government fondly imagined that it had made a favorable impression on the people of those islands in respect to American dignity, moderation, and power.

Similar to the experience of the Lawrence was that of the Lagoda, of New Bedford, also wrecked on these, then inhospitable, islands. Those of the crew who survived the wreck were so inhumanly treated by the Japanese into whose power they were so unfortunate as to fail that one of their number in sheer despair relieved himself of further torture by taking his own life.*

Another class of accidents to which whalemen seem peculiarly liable, but which, because of the care and vigilance exercised by the officers and crew, is of rare occurrence, is destruction by fire.† When indeed this casualty does occur, it is usually the result of some circumstance which might occur in any vessel. The case of the Cassander, of Providence, R. I., Henry Winslow commander, was one of this kind, and its narration is given, not so much in illustration of perils incidental to this pursuit, as to record the sufferings of her crew on account of that disaster.

Vessels in the merchant service have, as a general rule, a certain series of courses to steer. They usually make the shortest distance from port to port. Hence in case of accident to the vessel they are in, the crew have only to continue in their course in order to insure most speedy relief. Not so with the whaler. Her cruising ground may be hundreds of miles from the tracks of merchantmen, and she may be a solitary cruiser on that station. Hence the destruction of the vessel involves far greater risk and possibly privation and suffering to the crew.

The Cassander sailed from Providence on the 19th of November, 1847. Nothing worthy of special mention occurred until, on the morning of the 1st of May, 1848, between 4 and 5 o'clock, the cry of fire was raised. The wind at the time was blowing a moderate gale from the northwest. All hands were instantly on deck, and search for the cource and cause of the fire was made. It was found that it was raging most severely in the lower hold, apparently near the foremast, where four barrels of tar

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^{*}Fifteen of the crew of the Lagoda reached the shore alive; one subsequently died, a victim to the barbarities of his captors; the thirteen survivors were rescued by the United States ship of war Preble in 1849. The Preble also took on board a sailor named Ronald MacDonald, formerly of the whale-ship Plymouth of Sag Harbor. MacDonald received his discharge and was given a whale-boat furnished with books, provisions, &c., and left the ship off Japan in June, 1848, with the expressly avowed purpose of visiting the Japanese islands. He landed upon one of them and was immediately captured, deprived of his books, and imprisoned. Having nothing to occupy his time he turned his attention to teaching his captors the English language, and soon had quite a class receiving instruction. But his presence was a thorn in the side of the Japanese, and they availed themselves of the first opportunity to get rid of him.

i Incendiary fires, which became of disastrous frequencey in later years, are not meant when we speak of this immunity.

[†] This account is taken from that of the captain, published in the Baltimore Sun.

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were known to have been stored. Simultaneously with this discovery it was found that two of the crew—negroes from the coast of Africa—had jumped overboard. One of them, refusing to take the rope thrown to him by Captain Winslow, soon sank, the other was subsequently picked up by the second mate's boat.

Orders were given, and every exertion was made to save the ship, but the position of the fire, the rapidity with which it increased, and the density of the smoke, rendered all their efforts unavailing, and the means of escape became the chief consideration. Attempts were made to procure bread and water, but the smoke in the steerage was so dense that it was impossible to do so. This circumstance led to the belief that the ship had been fired at both ends. Three boats were now lowered, and in them were placed such stores as the crew could get at, the nautical instruments and some clothing, and the burning wreck was abandoned, the entire crew, save the drowned African, numbering in all 23 souls, escaping in safety.

With the dawning of the day they took an inventory of their supplies and found them to consist of about ten gallons of water, fifteen pounds of bread, and a small amount of raw meat taken from the harness-cask. By the previous day's reckoning their position was found to be in latitude 34° 30′ south, longitude 45° 50′ west—400 miles from the nearest land. The crew were immediately allowanced to one gill of water and a very small amount of bread per day. The weather was bad, and during the earlier portion of their voyage they were obliged to depend upon their oars to make progress against the head winds. Of course they soon became exhausted, and rowing had to be given up and the sails alone were used, the boats being kept as nearly as possible in the direction of land.

At about 10 o'clock on the morning of the 5th of May, the boats being then in latitude 32°, longitude 47°, a sail was discovered. All hands immediately took to the oars, and after five hours of hard rowing, signals of distress being also repeatedly made, the mate's boat came up with the vessel and found her to be a Spanish brig, 100 days from Barcelona, bound to Montevideo. The captain of the brig made every effort to get away from the shipwrecked mariners, and when the mate's boat came up would not allow it alongside, but passed the crew a rope and towed them some distance astern. When Captain Winslow's boat came up he stated to the Spaniard, through an interpreter, their condition and circumstances, and asked permission for his officers and crew to go on board, but this was peremptorily refused. Equally futile were the endeavors to get him to take them to Montevideo or St. Catharine's, or even one or two days' sail toward land. The stony-hearted man, with a refinement of cruelty entirely foreign to maritime men, paid no heed

^{&#}x27;The rescued negro confessed that the ship had been fired by his drowned companion and himself. Their fears of being sold into slavery had been excited, and this desperate act was performed as a means of escaping, through death, that more miserable fate. Before leaping into the sea his companion had stabbed himself.

to their entreaties, nor would be even permit them the solace they could derive from one night's rest and sleep on board his vessel, that they might the better withstand the further fatigues and hardships in store for them. Against the express wishes of this monster, Captain Winslow sprang into the main chains and aboard of the vessel, but the aid which the unfortunates wanted the Spanish captain could not be induced to give, and the crews of toil-worn, famishing, abandoned men proceeded on their voyage. Who would not say that if the sea, which proved more hospitable than man, had swallowed up these miserable men, their blood would have been on the head of Captain Dominick, of the brig Alervidlita!*

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The night of the 6th was the most perilous of their voyage, as the wind blew in a succession of heavy squalls. The boats were hove to by making a line fast to the oars and paying them out ahead. In this situation they lay until the dawn. From daylight until 11 o'clock they used their sails, but the wind blowing a heavy gale from a northeasterly direction they were again compelled to heave to. At about 4 o'clock in the afternoon the captain's boat was swamped, but the occupants were all rescued and divided between the other two boats. By this accident the water and the nautical instruments it contained were lost, and the two remaining boats were so loaded that their gunwales were not more than 6 or 8 inches out of water. "In this situation," says the captain, "we passed the night; nothing was heard save the awful roaring of the tempest and occasionally the voices of some of the officers and crew offering up a prayer to the Almighty Ruler of wind and wave for their safety. He heard our prayers. In the morning the wind moderated and the sea was beaten down by a heavy shower of rain." From this time they were favored with pleasant weather, and on the 10th of May they landed near Conventus, in the province of St. Catharine, in Brazil, without water and utterly exhausted. So much reduced had they become that a boat-steerer was drowned by the capsizing of the mate's boat, he being too weak to extricate himself from the surf.

It would be easy to greatly extend the mournful lists, but those enumerated are types of each class of casualties. Still another class appears, however, and with this we will pass to the consideration of other subjects.

Among the dangers encountered by our whalemen in the Pacific Ocean is the serious and insidious one of the attacks of boring-worms upon the bottoms of their ships. The least exposed place upon their planking where the copper may have become chafed off by contact with sunken rocks and reefs, without a thought of danger incurred or damage done presenting itself to the mariner, serves as a rallying point for the teredo, and soon the vicinity of the break becomes honey-combed with its habitations, and fortunate is it for the seamen if a warning leak drives them into some haven for repairs while yet the damage is repar-

[&]quot;On his arrival in port Captain Dominick reported that he had tendered them help, which they refused. As though drowning men over refused substantial aid!

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able. This may be still another plausible solution of that terrible problem of "missing vessels." A noteworthy instance of the havor made by these "toilers of the sea" occurred to the ship Minerva 2d, of New Bedford, Captain Swain, in 1857.

In August, 1856, while off the King's Mill group, she touched on c reef, the water being at the time perfectly smooth and but little winblowing. So trifling was the sensation of the contact that Capta Swain gave himself no thought that any damage was sustained, and the voyage was continued as usual until February, 1857, when, in a heavy gale, the vessel was found to leak 250 strokes per hour. She reached Norfolk Island on the 19th of March, but was blown off by heavy gales which continued for three days, the leak meanwhile increasing to 1,000 strokes, and Captain Swain bore away for Sydney. On the 29th of March she was leaking 2,400 strokes (or about 16 inches) per hour, and Captain Swain had the forehold cleared to examine for the cause of the trouble. Upon cutting through the ceiling several holes were found in the bottom through which the water rushed furiously. These the men, though standing in the water up to their middles, succeeded in plugging up and covering with canvas and blankets well tarred. Over these a stream-chain was coiled to prevent the plugs from bursting in from the force of the water, and the pumps were kept going day and night. The ship reached Sydney on the 7th of April and was taken upon the marine railway. Upon examination it was found that two sheets of copper had been rubbed off (probably while off the King's Mill Islands) about six feet from the keel, and a little abaft the bluff of the bow on the starboard side. When this place was laid bare the planks were completely eaten to a shell by the worms. No person not an eye-witness, said the captain, would have believed the planks would have held together, and it was certainly wonderful that in plugging the whole plank was not driven out, in which case every soul on board must have been drowned before the boats could have been lowered.*

G.-A MISCELLANEOUS CHAPTER.

While some vessels on their voyages have made but poor returns, even bringing, in numerous cases, positive and at times damaging loss to their owners, others have done extraordinarily well, and brought in fortunes to those investing in them. The ups and downs of the business made it alternately profitable and, if not positively losing, at least hazardous. This was the fact when no unusual accident occurred, but in case of a disaster it changed the beam of the balance from the speculative to the unmistakably negative side of the account. To illustrate the two phases of the owners' business experience, the following examples are given:

The Wilmington and Liverpool packet, Captain Richmond, sailed from

^{&#}x27;The new ship Nipho", of Nantucket, on her first voyage, sunk at sea on her passage home, January 12, 1849, in consequence of the depredations of ship-worms.

New Bedford in June, 1820, for the Pacific Ocean, returning on the 27th of December, 1823, with 2,600 barrels of sperm-oil—the largest amount procured by any one New Bedford ship to that date, and worth, at the average price of oil in 1823, about \$65,000.

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The ship Uncas, of Falmouth, Capt. Henry C. Bunker, sailed in 1828 and returned in 1831, having been absent two years and eight months, bringing a cargo of 3,468 barrels of sperm-oil, worth about \$88,000.

The Loper, of Nantucket, Capt. Obed Starbuck, returned in September, 1830, after an absence of only fourteen months and fourteen days, with 2,280 barrels of sperm-oil, worth, at the average price of oil, \$50,000. On her next voyage, under the command of John Cotton, she took 2,170 barrels of sperm-oil in less than eighteen months, and on the voyage immediately preceding that of 1829-'30, under the command of Captain Starbuck, she brought in 2,131 barrels of sperm-oil in less than seventeen months. In less than sixty-two months she had performed three Pacific Ocean voyages and landed 6,581 barrels of sperm-oil.

The ship Sarah, of Nantucket, Capt. Frederick Arthur, sailed for the Pacific Ocean on the 26th of May, 1827, returning April 19, 1830, with 3,497 barrels of sperm-oil, valued at \$89,000. This is the largest quantity of sperm-oil ever brought into Nantucket from a single voyage.

In 1830 the ship America, Capt. Shubael Cottle, sailed from Endson, N. Y., for the Pacific Ocean. She returned in 1823, after a voyage of thirty-one months, bringing 3,180 barrels of sperm-oil. The value of her cargo was about \$80,000.

The Magnolia, of New Bedford, Capt. George B. Worth, obtained a cargo of 3,451 barrels of sperm-oil on a voyage of forty-one months, the value of which was \$85,000.

In 1838 there arrived at New Bedford the ship William Hamilton, Capt. William Swain, with 4,060 barrels of sperm-oil, having sent home from the Western Islands on her passage out 121 barrels more, making a total of 4,181 barrels, worth \$109,269.

In 1842 the America, Captain Fisher, brought into New Bedford 400 barrels of sperm and 4,300 barrels of whale oil, and 45,000 pounds of bone, after a voyage of 26 months, the entire cargo being worth \$66,478. In the same year the Maria, of Nantucket, Capt. Elisha H. Fisher, returned from 22 months' voyage with 2,413 barrels of sperm-oil, bringing to the owners the sum of \$70,000.

In 1843 the Silas Richards, of Sag Harbor, returned with 3,600 barrels of whale-oil, 220 of sperm, and 30,000 pounds of bone, having been gone 28 months. The value of her cargo was \$54,722. In the same year the Bowditch, of Providence, carried into that port 3,500 barrels of whale-oil and \$10,000 worth of bone, the value of which cargo was \$47,485; she was gone 20 months. The schooner Cordelia, of Provincetown, also returned in 1843 from a four days' voyage with 120 barrels of whale-oil and \$100 of bone, worth \$1,385

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ship William Hamilton, m-oil, having seut home 21 barrels more, making

t into New Bedford 400 l, and 45,000 pounds of go being worth \$66,478. Capt. Elisha H. Fisher, 3 barrels of sperm-oil,

returned with 3,600 bards of bone, having been \$54,722. In the same that port 3,500 barrels alue of which cargo was er Cordelia, of Province-byage with 120 barrels of

In 1845 the Lowell, Captain Benjamin, and the General Williams, Captain Holt, arrived at New London, the former having been gone 21 and the latter 22 months, each bringing about 4,500 barrels of whale-oil and 43,000 pounds of bone, each cargo being valued at about \$61,400. The Lowell was said to have had alongside at one time sixteen whales.

In 1849 the South America, of Providence, Capt. R. N. Sowle, returned from a voyage of 26 months, with 5,300 barrels of whale and 200 barrels of sperm oil, and 50,000 pounds of bone, worth \$89,000. As she fitted at \$40,000, it will be seen that she paid her cost and a dividend of about 125 per cent. The Russell, of New Bedford, Captain Morse, also brought to her investors, in the same year, a cargo valued at \$92,000, (2,650 barrels of sperm-oil.) She was absent three years and four months. The cargo of the Plymouth, of Sag Harbor, Capt. L. B. Edwards, which also returned in 1849, was worth \$71,000. She brought 4,873 barrels of whale-oil, and was gone 41 months.

In 1850 the Coral, of New Bedford, Captain Seabury, returned from a three years' voyage with 3,350 barrels of sperm-oil, worth \$126,630.

Probably the most extraordinary voyage ever made was that of the Envoy, of New Bedford, which sailed in 1848. She returned to Providence in 1847 from a whaling voyage, and was there condemned and sold to William C. Brownell, esq., of New Bedford, to be broken up. Mr. Brownell, however, concluded to fit her for another voyage, and did so, sending her to sea under the command of Capt. W. T. Walker.* She sailed immediately to Wytootacke, and took on board 1,000 barrels of oil that Captain Walker had purchased from a wreck on a previous voyage at a merely nominal price, t and stored there; thence he proceeded to Manila and shipped this oil to London. From Manila he cruised in the North Pacific Ocean, and in fifty-five days took 2,800 barrels of whale-oil. Of this he shipped to London from Manila 1,800 barrels, and also 40,000 pounds of bone. Cruising again he took 2,500 barrels of whale-oil and 35,000 pounds of bone. Captain Walker now put into San Francisco, sold 25,000 gallons of oil at \$1 per gallon, and the remainder (85,000 gallons) at 51 cents per gallon, and shipped \$12,500 worth of bone to New Bedford. While at San Francisco an offer of \$6,000 was made for the vessel. The gross amount of oil obtained was 5,300 barrels, and of bone 75,000 pounds. Summing up, then, the entire result of the voyage, we find:

Net profit on 1,000 barrels first shipped to London. \$9,000
Net profit on catchings for first season. 37,500
Sales at San Francisco. 73,450
Value of bone shipped home. 12,500
Value of vessel at San Francisco. 6,000

138, 450

The Envoy was fitted at about \$8,000.

^{*}The underwriters de lined to insure her.

Wrecked oil was sometimes purchased at from fifty cents to one dollar a barrel.

The year after the cruise of the Superior in the Arctic, 154 ships were whaling in that sea. These vessels took during that season (1849) 206,850 barrels of right-whale oil and 2,481,600 pounds of whalebone. The value of the ships and outfits was \$4,650,000, and the value of that season's catchings was \$3,419,622.

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In 1853 the following more than ordinarily good voyages were reported at New Bedford: Bark Favorite, of Fairhaven, Captain Pierce, gone three years, with 300 barrels of sperm and 4,300 barrels of whale oil and 72,000 pounds of bone,* worth in the aggregate \$116,000; ship Montreal, of New Bedford, Capt. Frederick Fish, absent 32 months and 15 days, with 195 barrels sperm, 3,823 barrels whale-oil, and 31,700 pounds of bone, worth \$136,023.19; ship Sheffield, also of New Bedford, gone four years, with 7,000 barrels of whale-oil and 115,009 pounds of bone, worth \$124,000.

The Pioneer, of New London, Capt. Ebenezer Morgan, sailed from that port June 4, 1864, for the Davis Straits and Hudson's Bay fishery, valued, with her outfits, at \$35,800. On the 18th of September, 1865, she returned with 1,391 barrels of whale-oil and 22,650 pounds of bone, worth, at the current prices, \$150,060.† This voyage the people of New London claim to be the best ever made by an American whaler.

But success has not been confined to large vessels or to expensive voyages. In addition to the cruise of the Cordelia, of Provincetown, there are reported as making extraordinary voyages the following small vessels: The schooner Admiral Blake, of Sippican, Capt. B. B. Handy, in a voyage of two months and nine days (in 1854) took 250 barrels of sperm and 10 barrels of blackfish oil, worth, in all, \$11,000. The schooner Altamaha, of the same port, Capt. Consider Fisher, sailed in 1855, was gone six months and nine days, and returned with a cargo of 240 barrels of sperm and 8 barrels of blackfish oil, valued at \$13,500. She was worth, with her outfits, \$2,200, and after paying off her crew and refitting for another voyage the owners divided \$8,000. The schooner James, also of Sippican, Capt. B. B. Handy, sailed in 1856, and in a cruise of three months and a half obtained \$10,000 of oil (220 barrels sperm.)

Occasionally some piece of good fortune, out of the ordinary course of whaling success, is met with. Thus, in September, 1857, the schooner Watchman, of Nantucket, Capt. Chas. W. Hussey, sailed for an Atlantic Ocean cruise. She returned in August, 1858, having obtained 41 barrels of sperm and 386 barrels of whale oil, and 4 barrels of ambergris.‡ This last was sold for \$10,000, making the entire value of the voyage \$19,125.

So much for the cheering, sunny side of the picture. There is, however, a shadowy side, on which may be found heavy and disastrous

^{*}Prior to the commencement of Polar whaling, the amount of bone taken bore to the number of barrels of whale-oil the proportion of 8 or 10 to 1. A vessel taking 2,000 barrels of whale-oil would be reasonably supposed to bring home (when they saved it) from 16,000 to 20,000 pounds of bone. But Arctic whaling destroyed all these calculations, for the bone was larger and the proportion yielded much greater.

[†] This was at a time when oil and bone commanded a good price.

[‡] Ambergris is generally considered as a product of the rectum of a diseased whale.

the Arctic, 154 ships were that season (1849) 206,850 of whalebone. The value are value of that season's

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rectum of a diseased whale.

losses, and financial ruin for many a merchant. Thus, of the 81 whalers expected to arrive in 1837, 53 made paying voyages, 8 made saving ones, 11 lost money, and 9 involved their owners in severe losses. A mutiny among the crew of the Clifford Wayne, of Fairhaven, necessitating her return to port, occasioned a loss of \$10,000 to those who invested in her.

The brig Emeline, of New Bedford, Captain Wood, sailed from port on the 11th of July, 1841. The captain was killed by a whale in July, 1842, and in September, 1843, the brig returned, bringing home only 10 barrels of oil as the result of a 26 months' cruise.

The Benjamin Rush, of Warren, Captain Munroe, sailed in October, 1852, for the Pacific Ocean. On the coast of Japan the captain and his boat's crew were lost by a whale. This, combined with the extremely poor success that had attended the vessel, had so discouraging an effect apon the crew that it was considered useless to prolong the voyage, and she returned to port under charge of the cooper in 1853, having obtained but 50 barrels of sperm-oil and 40 of whale. On her voyage she had circumnavigated the globe, and during the entire period sighted land but twice, the Cape de Verde Islands, outward-bound, and Trinidad on the passage home.

Of the 68 whalers expected to arrive in New Bedford and Fairhaven in 1858, 44 were calculated as making losing voyages, and the same proportion would apply to other ports. The estimated loss to owners during this year was at least \$1,000,000.

The net loss on 12 whaling schooners of the Provincetown fleet, which arrived in 1870, was \$36,000.

These are cases taken somewhat at random. Almost every year witnessed some misfortune, saw some persons impoverished by an unsuccessful termination of the venture in which their little all was invested.

Among the pursuits which grew out of the prosecution of the spermwhale fishery was the manufacture of candles, which was at one time an important industry both home and commercial.

"The first manufactory of sperm candles in this country," says Maey,*
"was established in Rhode Island, a little previous to 1750, by Benjamin Crabb, an Englishman. His candle-house was burnt in 1750 or 1751."
In 1750 the general court of Massachusetts granted to Benjamin Crabb, of Rehoboth, the sole right to make sperm candles in that colony for a term of years, on the ground that he and no other person had a knowledge of the art and he agreeing to instruct five of the inhabitants therein.† In 1753 Obadiah Brown built candle-works at Tockwotten, now

^{&#}x27;Macy's Hist. Nant., p. 69. Mr. Macy must, for reasons enumerated in the succeeding note, be slightly in error in this date.

tMass. Col. MSS., Manufactures, p. 369. The memorial does not seem to be on file. The documents relating to it are as follows:

[&]quot;Anno Regni Regis Georgii Secundi Vicessimo quarto: An Act for Granting unto Benjamin Crabb the Sole priviledge of making Candles of Coarse Sperma Cati Oyle: "Whereas Benjamin Crabb of Rehoboth in the County of Bristol has Represented

known as India Point, in Providence, and engaged Crabb to superintend the business. Brown manufactured that year about 300 barrels of spermaceti, which was nearly all that was saved separately from the body-oil, and not sent to England. Crabb proved less capable than Brown supposed, and the secret of refining was only acquired by Brown as the result of his own experiments.

In 1754 or '55, Moses Lopez engaged in the business in a small way, at Newport, followed soon after by Collins & Reveria, Aaron Lopez, John Maunsley & Co., Thomas Robinson, and others. In 1761 there were eight manufactories in New England and one in Philadelphia. These were: in Providence, Obadiah Brown & Co., the firm consisting of

to this Court that he (A) has the Art of making Candles of Coarse Sperma Catt Oyle and has been at Great Expense in providing immself with proper Implements therefor and s Willing on due encouragment to undertake and Carry on that Business here and to Teach and Instruct Some of the Inhabitants of this province his Art Aforesaid, and this Court being Willing to Encourage an undertaking so likely to prove Beneficial to the province:—

"Therefore Be it Enacted by the Lieut-Governour, Council And House of Representatives—That the said Benjamin Crabb and his Heirs shall and may have and enjoy the Sole use, Exercise and Benefit of making Candles of Course Sperma Cæti Oyle (B) Within this province for Sale for the Term of Fourteen year next ensuing the publication of this Act provided he forthwith engage in and Carry on the Business Aforesaid within this province During that Term and Do Instruct Five of the Inhabitants of this province the Art Aforesaid Within Ten years after the publication of this Act—.

"And be it further Enacted by the Anthority Aforesaid that no person or persons saving such only as shall first obtaine the Consent of the said Crabbor his Heirs signified under his or their hands shall Sell Within this province or Export out of it any Candles made of the Oyle (C) Aforesaid during the time the said Cobb And his Heirs are Entitled to the priviledge Aforesaid other than Such as are made by the said Crabb his Heirs or Assigns on pain of Forfeiting Ten pounds For each offence."

This bill passed its three readings on January 25, 1759, and was sent to the council for concurrence. On the 6th of February the council returned it with these amendments, viz: "Insert at A:—And no other Person in the Province has the Art of pressing, fluxing & chrystalizing of Sperma Ceti & course Sperma Ceti Oyle, and of making Candles of the same as so prepared. Insert at B:—So prepared untill the 31 day of May which shall be it the year of our Lord 1759 Provided that He do forthwith engage in & earry on the business aforesaid within this Province: and shall some time before the 31 day of May 1752 remove to some place within seven Miles of the Town of Boston & there set up Works suitable for carrying on the said Business; and shall then & there manufacture all such quantities of Oyl as can be procured fit for the purpose; and shall likewise within five years from the publication of this Act well & fully instruct five of the Inhabitants of this Province (two of wbom shall be appointed by General Court if they see cause) in the Art aforesaid. Insert at C:—prepared as."

(The amendments A and B would strike out the words italicized.)

The house concurred with amendment A, and returned the bill to the council, who, though first non-concurring, finally, on the 12th of Feb., 1750, agreed with the amended house bill

It will seem evident that this Benjamin Crabb and the one mentioned by Macy must be the same party, in which case he must have presented his petition late in 1749; and there is scarcely a chance that he was manufacturing in Rhode Island prior to 1750. There seems no means of knowing whether he ever pursued his occupation in Massachusetts or not. According to Macy it would appear that for some reason he did not accept the terms of the act.

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one mentioned by Macy must his petition late in 1749; and Rhode Island prior to 1750. and his occupation in Massat for some reason he did not Obadiah, Nicholas, Joseph, John and Moses Brown." In Boston, Joseph Palmer & Co., consisting of Thomas Fluekar, Nathaniel Gorham, Joseph Palmer, Richard Cranch, and William Belcher. In Newport, which monopolized by far the largest share of this pursuit, were Thomas Robinson & Co., (William, Thomas, and Joseph Robinson, and William Richardson), Riveria & Co., (Henry Collins and Jacob Rod Reveria), Isaac Stelle & Co., (John Marodsley,† Isaac Stelle and John Slocum), Naphthali Hart & Co., (Naphthali, Samuel, Abraham, and Isaac Hart), Aaron Lopez and Moses Lopez. There was also, besides the Philadelphia firm, the name of which is not now accessible, one more manufactory, that of Edward Langdon & Son, which was probably located in Bostou.‡

In 1761 Richard Cranch & Co. endeavored to associate the manufacturers for mutual protection in regard to the purchase of "head-matter" and the sale of manufactured stock. Such was the success of the project that the union was formed and articles drawn up and signed by all the above parties save Moses Lopez and the Philadelphians. The signers formed a general association under the name of "United Company of Sperma eti Chandlers." It was agreed to give positive orders to their agents not to give for head-matter more than £6 sterling per ton above the price of "common merchantable Spermaceti body brown oil," the price of the oil to be determined in all cases by the current prices paid by Boston merchants for the London market, and the members were debarred giving, either directly or indirectly, more than the above rate, or to receive any head-matter acknowledged by the seller to be preengaged. No commission exceeding 21 per cent. was to be allowed to any factor; and if the price of head-matter should continue above the agreed price of the association, the members of the company agreed to fit out at least twelve vessels for whaling, each house furnishing and owning in the fleet equally; the number of vessels was to be increased from time to time as occasion required. No house was to manufacture for any parties not belonging to the association, and new partners could only be admitted by unanimous consent. Candles were not to be sold in New England at a less price than 1s. 101d. sterling per pound, an additional shilling to be charged for each box made to contain 25 pounds.

The quantity of head-matter brought into New England was found insufficient to supply the number of factories already at work; and each member of the company was under obligation to do all in his power by fair and honorable means to prevent any increase of competition.

† Probably the same name as Macy spells Mausley.

^{*} The name of this firm was changed in 1763 to Nicholas Brown & Co. This account of the early sperm-candle factories is compiled from Macy's History of Nautucket, from a communication to the Providence Journal signed "M.," and from newspapers and memoranda of the time.

^{† &}quot;M." says: "We cannot give the locality of this house." It is judged by the writer, however, to be located in Boston, from the fact that a few years later (in 1769) one John Langdon carried on the sale of sperm oil and the manufacture of candles in that town "in Fleet street, near the Old North Meeting House." In the same year candles of this kind are advertised as made by Russell & Howard, of Boston, and Daniel Jenekes & Co., of Providence.

Obadiah Brown & Co., with one or two others, were empowered to call a special meeting at Taunton if the influence of the whole company was required. Two general meetings were ordered, one for the first Tuesday in November, 1762, and the second for the first Tuesday in March, 1763. Expenses were to be apportioned *pro rata*, and at least one member from each firm was required to be present under a penalty of \$8 for neglect to attend. The absentees were to be bound by the unanimous vote of the company's representatives, and the association could be dissolved upon evidence under the hand of one credible witness that one or more members of the copartnership had broken the agreement.

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At a meeting held in Providence on the 13th of April, 1763, some slight alterations were made in the agreement. Ten pounds sterling was the price to be paid for head-matter, and the members agreed to receive it only of following parties who were appointed the factors of the company: John & William Rotch, Sylvanus Hussey & Co., Folger & Gardner, Robert & Josiah Barker, Obed Hussey, Richard Mitchell, and Jonathan Burnell, of Nantucket; Benjamin Mason, of Newport; George Jackson, of Providence; and Henry Lloyd, of Boston. All such matter was, after the date of these revised articles, to be common stock, whether obtained by the company's or other vessels, and to be divided in the following proportion of parts to the hundred: Nicholas Brown & Co., % barrels; Joseph Palmer & Co., 14; Thomas Robinson & Co., 13; Aaron Lopez, 11; Rivera & Co., 11; Isaac Stelle & Co., 9; Naphthali Hart & Co., 9; the Philadelphians, 7;* Edward Langdon & Son, 4; Moses Lopez, 2.* The factors were to divide their purchases according to the above rule, and dishonorable conduct by any member in endeavoring to obtain an advantage over his fellow-partners entailed a forfeiture of the whole share.

John Slocum, Jacob Rod Rivera, Thomas Robinson, and Moses Brown were appointed to treat with the factors at Newport and Nantucket, John Brown with the one in Providence, and Joseph Palmer with the one in Boston. These gentlemen were to report to Nicholas Brown & Co., who were in turn to report to the other manufacturers.

There is no means at hand of arriving at the results of the partner-ship and manufacture; those enumerated were by far the principal parties engaged, though there were subsequently many others in Newport, Nantucket, and other towns with a large aggregate capital. The expense, says "M.,"† of a manufactory was trifling. The building was of wood, usually about 60 feet by 30 feet, one half formed with 14-feet posts and used as a work-room, the other half with 8-feet posts and used as a shed. Building and utensils cost about \$1,000, and about 600 barrels of head matter would be used up each year in such a factory.‡

The process of manufacture was so carefully kept a secret that it was not until 1772 that the people of Nantucket acquired sufficient knowl-

^{*} By this agreement it would seem that the arrangement had become unanimous.

[†] See New Bedforu Shipping-List, January 23, 1855.

[‡] At the last report Newport did not have a candle factory worthy of the name.

were empowered to call the whole company was one for the first Tuesday Tuesday in March, 1763, and at least one member der a penalty of \$8 for bound by the unanimous association could be discredible witness that one ken the agreement.

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edge to enable them to carry on the business there. In that year one of the most enterprising men of the island obtained the desired information and established a manufactory there, acquiring in the pulsuit a large property. Others experimented and succeeded, and the business finally became one of very considerable importance. In 1792 ten such factories were in existence on the island.*

Probably the first candle-house in New Bedford was built very nearly cotemporaneously with that in Nantucket. According to Ricketson,† Joseph Russell crected the first one, previously to the Revolution, near the corner of Center and Front streets, employing one Captain Chaffee, who had engaged in the manufacture of spermaceti in Lisbon, to take charge of the establishment, at the extravagant salary (for the times) of \$500. This building was destroyed by the British in their raid in September, 1778.

Among the exports of the colonies, including Newfoundland, Bahama, and Bermudas, in 1770 were sperm candles to the extent of 379,012 pounds, distributed as follows: To Great Britain, 4,865 pounds; to Ireland, 450 pounds; to the south of Europe, 14,167 pounds; to the West Indies, 351,625 pounds; and to Africa, 7,905 pounds. The total value of this branch of exports for that year was £23,688 4s. 6d., sterling.

The following table from Pitkin's Statistics; will show the exports of sperm candles from the United States from 1791 to 1815:

sperm candles from the United States from 1791 to 1819;								
Year. Pounds	Year. Pounds.							
1791	1803							
1792	1804 127, 602							
1793 235, 600	1805 180, 535							
1794 214, 960	0 1806 294, 789							
1795 240, 720	0 1807 172, 132							
1796	3 1808 45, 130							
1797 §130, 43	8 1809 214, 444							
1798 144, 14	9 1810 187, 190							
1799	1 1811							
1800	1 1812 157, 596							
1801 290, 66	6 1813 26, 522							
1802 135, 62	7 1814 21, 154							

*The New Bedford Medley has, under date of Nantucket, November 30, 1792, an item to the following effect: "This day was cut from the loom the first piece of sail-cloth manufactured at the new duck factory. It employs more hands than the five ropewalks and ten sperm-candle works, 'which number there is here.' The papers in January, 1793, reported canvas as being manufactured at Salem, Boston, and Nantucket, and another factory being about to be started at Newport, R. I. In the Mass. Col. MSS., Manufactures, pp. 295-6-7, are papers relating to the encouragement to be given by the general court to the manufacture of duck as carried on by John Powell of Boston (in 1727), and affidavits of captains of vessels the sails of which were made from canvas of Powell's make.

tHist. New Bedford, p. 77.

‡ Tables of Exports, Pitkin.

§ The falling off of exports occurs chiefly in those years when European wars or national troubles make shippers cautious. In 1797 Hudson, N. Y., possessed one or more sperm-candle factories.

There are some incidents connected with this pursuit which may, perhaps, not inaptly be called the curiosities of whaling. Many of these are incorporated already in this work, and it may not be inappropriate to add a few more.

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The Honolulu Commercial Advertiser in December, 1870, contained an account of a harpoon which was found in a whale captured by the ship Cornelius Howland, of New Bedford, then cruising in the North Pacific Ocean. It is the custom among whalemen to have each iron stamped with initials designating the ship to which it belongs. This is done to prevent dispute in case it is necessary to waif the whale, or in case boats from two different ships lay claim to one which has been killed. While off Point Barrow the Cornelius Howland took a large polar whale, in the blubber of which was imbedded the head of a harpoon marked "A. G.," the wound made by it having healed over. This was presumed to have belonged to the bark Ansel Gibbs, also of New Bedford. But she was known to have been pursuing the fishery in Cumberland Inlet and its vicinity for some ten or eleven years previously. The obvious inference was that this whale must have found his way from ocean to ocean by some channel unknown to navigators, and that at some seasons of the year there must be an inter-ocean communication. The Advertiser adds, "We have heard before of instances where whales have been caught at Cumberland Inlet with harpoons in them, with which they have been struck in the Arctic Ocean, but we believe this is the first authenticated instance of a whale having been caught in the Arctic Ocean with a harpoon in it from the Davis Straits side."

Quite a number of instances are on record where irons have been recovered, several years after they had been carried off by escaping whales, by parties who were in the ships to which the harpoons belonged. Thus Cheever mentions the case* of Captain Bunker, commanding the ship Howard, of New Bedford, who struck a large whale in latitude 30° 30′ north, longitude 154° east. The whale escaped, taking the iron with him. About five years after, while in the same latitude, but 14° farther west, he made fast to and succeeded in securing a noble whale. Upon cutting him up, the identical iron lost five years before proved the whale also the same.

A more singular case yet was one reported to the editors of the New Bedford Standard, in 1865, when they were shown the head of an iron thrown into a whale in the Pacific Ocean, in 1802, from a boat from the ship Lion, of Nantucket, Peter Paddack commander. In 1815, Captain Paddack, then in command of the Lady Adams, also of Nantucket, captured the same whale, and recovered his long-lost harpoon.

The Milton, of New Bedford, in 1865 or 1866 took a whale that in spouting made a shrill sound like a steam-whistle. In cutting off the head the man who put his feet into the spout-holes got one of them cut.

^{*} The Whale and his Captors, p. 157.

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where irons have been carried off by escaping to which the harpoons f Captain Bunker, comho struck a large whale The whale escaped, taker, while in the same latisucceeded in securing a ical iron lost five years

the editors of the New own the head of an iron 22, from a boat from the nder. In 1815, Captain ms, also of Nantucket, g-lost harpoon.

took a whale that in the stle. In cutting off the les got one of them cut.

Upon examination it was found that a harpoon blade was run transversely through the breathing-holes, and the whistling sound was caused by the action of the escaping air against its edge. The iron was marked with the name of the Central America, which performed her last voyage fifteen years before the capture of this whale by the Milton.

The amount of oil obtained is not always in proportion to the size of the whale. The conditions of leanness or corpulence are quite as applicable to them as to land animals. Sperm whales which yield 100 barrels are considered very large, but this yield is occasionally exceeded. Captain Davis, in his "Nimrod of the Sea," says: "The largest whale we took made 107 barrels. Its length was 79 feet; from the nose to the bunch of the neck 26 feet; thence to the hump 29 feet; from hump to tail 17 feet; length of tail 7 feet; breadth of tail 16 feet 6 inches; height at forehead 11 feet; width 9 feet 6 inches; girt at fin 41 feet 6 inches; at junction of tail 7 feet 9 inches; lower jaw 16 feet long and 41 inches in circumference at thick part. It had 51 teeth, the heaviest weighing 25 ounces. Blubber on back 18 inches; on side 12 to 15 inches; and belly 9 to 10 inches. The hump was 2 feet above the level. The case made 19 barrels; body 73½ barrels; junk 14½ barrels. Captain Sullivan, of the James Arnold, of New Bedford, off New Zealand, took in one voyage 8 whales that made over 100 barrels each, the largest yielding 137 barrels. The head of this made 52 barrels, and the case baled 27 barrels. It was 90 feet long; the flukes 18 feet in length, jaw 18 feet, case 22 feet, and the forehead 134 feet high. During the same season and on the same ground, Captain Vincent, ship Oneida, of New Bedford, took ten sperm-whales, which stowed 1,140 barrels, Captain Norton, ship Monka, t of New Bedford, took on the off-shore ground a sperm-whale that stowed 145 barrels."

In 1853 it is said that the ship Harvest, of Nantucket, took a sperm whale which made 156 barrels of oil, exclusive of the jaw, which was lost by bad weather. § In 1862 the Ocmulgee, of Edgartown, reported having taken a 130-barrel sperm whale, with a jaw measuring 28 feet in length. Captain Briggs, of the bark Wave, of New Bedford, reported that on the 2d of August, 1876, he took a sperm whale which made 162 barrels and 5 gallons of oil. ||

The right whale is often taken with a much larger yield of oil, though its length of body is considerably less than that of the sperm whale. Another valuable product obtained from the right whale is the lining of the jaw, or bone. This, as it usually runs, will average from 8 to 10

[&]quot;New Bedford Shipping List. Captain Hamblen, of the Andrew Hicks, of Westport, took, in 1871, from a sperm whale captured near the Gallipagos Islands an iron which belonged to the ship Catawba, of Nantucket, and had been lost 20 years previously. This was the second time Captain Hamblen had recovered a harpoon lost from the same ship—the first time the interval between loss and recovery being about 7 years.

† Page 188.

[†] Page 188. § New Bedford Shipping-List, 1871.

[∦] Ibid., October 10, 1876.

[¶] The use of bone was unknown in 1578. At present its uses are multifarious. Mr. John K. Andrews, a wl. alebone-worker in Boston, kindly furnishes the following list

pounds for each barrel of oil yielded. Thus, if a ship hails 3,000 barrels of right-whale oil, the probability is that she has also obtained from 25,000 to 30,000 pounds of bone. For quite a number of years the price of whalebone was so low that but few whalemen would encumber their vessels with it, the space being of much greater value to fill with oil, When brought home it was worth but about 6 cents per pound. But the price of this commodity has been greatly enhanced. So varied and important are the uses to which it is put that it is extremely sensitive to the fluctuations caused by abundance or searcity. Thus in the latter part of July, 1876, the price quoted was \$2.05 per pound. This was already high; but by the last of October news of disaster to the Arctic fleet sent the price up to \$2.50, and by the 1st of December it was quoted at \$3.* "Captain Sullivan and Captain Taber, both of New Bedford," says Davis, "speak of bone of the bow-head which measured 17 feet." As whales producing such length of bone yield usually about 3,000 pounds of it, besides their proportionate supply of oil, it is apparent that one such monster is a valuable prize.

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"I should like," says the author of The Nimrod of the Sea, a veteran whaleman, "to convey to the reader some idea of the dimensions of the creature from which such bone is taken. To do so is only possible by entering into the details of the various parts, with their sizes, and by comparison with objects familiar to the mind. The blubber, or blanket, of such a whale would carpet a room 22 yards long and 9 yards wide, averaging half a yard in thickness. * * Set up a saw-log 2 feet in diameter and 20 feet in length for the ridge-pole of the room we propose to build; then raise it in the air 15 feet, and support it with pieces of timber 17 feet long, spread, say, 9 feet. This will make a room 9 feet

of the principal purposes to which it is put, viz: in the manufacture of whips, parasols, umbrellas, dresses, corsets, supporters of various kinds, caps, hats, suspenders, neck-stocks, cares, rosettes, cushions to billiard-tables, fishing-rods, divining-rods, bows, busks, fore-arm bows, probangs, tongue-scrapers, pen-holders, paper folders and cutters, graining-combs for painters, boot phasis above.

cutters, graining-combs for painters, boot-shanks, shoe-horns, brushes, mattresses, &c. * Page 380. Captain Davis, on p. 368, gives another description of the head of the right whale. The mouth, unlike that of his spermaceti relative, has no teeth, but instead is lined with some five or six hundred horny plates (better known as whalebone) attached to the upper jaw and extending from the throat to the end of the narrow roof. These plates are parallel, running transversely with the sides, about onefourth of an inch apart, and terminating on the inner edge in a hairy fringe. It is these fringes that, interlacing, form the sieve or strainer through which the animal forces the water retaining within the meshes the minute food gathered as it swimalong. The gullet is small; by some it is said to be too contracted to admit even a herring; but this statement Captain Davis, for obvious reasons, is not inclined to fully credit. The cavity of the mouth, when the lips are closed, exclusive of the tongue, is equal in capacity to 300 barrels, and the mass of the tongue may occupy 250 barrels, leaving about 50 barrels' capacity for a single mouthful of food-charged water. The ship Sarah Sheafe took a bow-head whale in 1857 that produced 100 barrels of oil and 3,000 pounds of bone; so it will be seen that the old formula of 10 pounds of bone to the barrel of oil does not apply to Arctic whaling. Small amounts of cut bone were sold in February, 1877, as high as \$6 per pound.

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manufacture of whips, parands, caps, hats, suspenders, fishing-rods, divining-rods, en-holders, paper folders and rns, brushes, mattresses, &c. cription of the head of the relative, has no teeth, but tes (better known as whalethroat to the end of the nary with the sides, about onege in a hairy fringe. It is r through which the animal food gathered as it swim: contracted to admit even a sons, is not inclined to fully , exclusive of the tongue, is que may occupy 250 barrels, f food-charged water. The duced 100 barrels of oil and ala of 10 pounds of bone to iounts of cut bone were sold

wide at the bottom, 2 feet wide at the peak, and 20 feet long, and will convey an idea of the upper jaw, the saw-log and slanting supports representing the bone. . . . These walls of bone are clasped by the white, blubbery lips, which at the bottom are 4 feet thick, tapering to a blunt edge, where they fit into a rebate sunk in the upper jaw. The throat is 4 feet thick, and is mainly blubber, interpenetrated by fibrous, muscular flesh. The lips and throat of a 250-barrel whale should yield 60 barrels of oil, and, with the supporting jaw-bones, will weigh as much as twenty-five oxen of 1,000 pounds each. Attached to the throat by a broad base is the enormous tongue,* the size of which can be better conceived by the fact that 25 barrels of oil have been taken from one. Such a tongue would equal in weight ten oxen. The spread of lips, as the whale plows through the fields of 'brit,' is about 30 feet. Sometimes in feeding the whale turns on its side, so as to lay the longer axis of the cavity of the mouth horizontally. Keeping the lower lip closed, and the upper one thrown off, and standing perpendicularly, it scoops along just under the surface, where the 'brit' is always most densely packed. After thus sifting a track of the sea 15 feet wide and a quarter of a mile in length, the water foaming through the slatted bone, and packing the mollusks upon the hair-sieve, the whale raises the lower jaw; but still keeping the lips apart, it forces the spongy tougue into the cavity of the sieve, driving the water with great force through the spaces between the bone. Then, closing the lips, it disposes of the catch, and repeats the operation until satiated. * * The tail of such a whale is about 25 feet broad and 6 feet deep, and is considerably more forked than that of the spermaceti. The point of juncture with the body is about 4 feet in diameter, the vertebra about 15 inches; the remainder of the small being packed with rope-like tendons from the size of a finger to that of a man's leg. The great rounded joint at the base of the skull gleams like an ivory sphere, nearly as large round as a carriage-wheel. Through the greatest blood-vessels, more than a foot in diameter, surges, at each pulsation of a heart as large as a hogshead, a torrent of barrels of blood heated to 104°. The respiratory canal is over 12 inches in diameter, through which the rush of air is as noisy as the exhaust-pipe of a thousand-horse-power steamengine; and when the fatal wound is given, torrents of clotted blood are sputtered into the air over the nauseated hunters. In conclusion, the right whale has an eye scarcely larger than a cow's, and an ear that would scarcely admit a knitting-needle."

*This tongue and throat afford the most vulnerable point of attack to the killer-whales and sharks.

†This "brit" consists of little readish, shrimp-shaped meduse, which occur in prodigious numbers in various parts of the ocean, where they are carried by the currents. So numerous are they that Scoresby estimates that an area of two square miles contains 23,888,000,000,000 individuals. These being dependent upon the action of currents for their means of locomotion, Commodore Wilkes was led to locate upon his charts those places which would necessarily become the natural feeding-grounds of the whales, and hence the localities where they would be more certainly captured.

The Boston News-Letter for March 18, 1736, mentions a whale that was "lately killed near Cape Cod," which would make its owners £1,500. This must be either a very remarkable whale, or an equally surprising inaccuracy, for it necessitates a yield of at least 2,500 pounds of bone, worth £800 per ton, and about 290 barrels of oil, worth £14 per ton. Now in 1730 oil was worth £7 per ton, and in 1748 £14 per ton, while about 1760 bone was worth in England £500 per ton. It would seem probable that the whale was very large, and that the price during that year must have run extraordinarily high, for the News-Letter appears to be usually careful in its statements.*

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Capt. John Howland, in a whaling-sloop from New Bedford, while cruising in the Straits of Belleisle just previously to the Revolution, took two whales which produced 400 barrels of oil, one of them producing 212 barrels.

In 1861 the General Pike, of New Bedford, took a whale on the Kodiah ground which stowed down 274 barrels of oil. In 1855 the ship Adeline, of New Bedford, took a whale in the Ochotsk which produced 250 barrels; the result of that day's work was worth \$5,000.

Naturally such immense creatures are possessed of strength; they likewise are endowed with speed and endurance. When struck they have been known, according to the Rev. Dr. Scoresby, to descend perpendicularly from 4,200 to 4,800 feet, or nearly a mile. Captain Royce, who commanded the Superior in her first voyage into the Arctic, states that he has known a whale to take out 6,300 feet of line in sounding. He does not, however, mean that the whale sounded to that depth, since the line continues to be drawn from the boat even while the whale is rising, so that two-thirds of this number of feet for the perpendicular descent would probably be making a liberal estimate. The time usually occupied by whales in sounding varies from about half an hour for the right to about an hour and a half for the sperm whale.‡ A frightened whale will, according to the judgment of old whalemen, go from 10 to 12 miles an hour; indeed, when first struck they frequently rush at the rate of from 20 to 25 miles an hour for a short time. Though often killed without extraordinary difficulty, yet their tenacity of life at times

[&]quot;In an editorial in the Nantucket Inquirer & Mirror of February 17, 1877, the difficulty of correctly ascertaining the yield of a single whale is commented on. In a busy season it is no uncommon thing for a ship to "boil out" a thousand or even two thousand barrela of oil without "cooling down," and unless the most extraordinary care was exercised it would be hard to tell where one whale's yield ended and another began. The Honolulu Friend, in 1849, reported a whale taken by the Junior, of New Bedford, which produced 316 barrels of oil, and the same paper is the authority for the story of a whale seen by Captain Royce of the Superior, of Sag Harbor, that was so large they would not attempt his capture, because the strain on the mast in cutting in (if he was taken) would be so great. How well authenticated this story is, is not known, but unless the authority was above suspicion, the strain on one's imagination must be as disastrous as that on the mast would have been.

[†] Notes on Whales and Whaling, xviii.

Nimrod of the Sea, Appendix A.

mentions a whale that make its owners £1,500, or an equally surprising st 2,500 pounds of bone, oil, worth £14 per ton. 1748 £14 per ton, while per ton. It would seem the price during that a News-Letter appears to

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is surprising. Captain Malloy, of the bark Osceola, of New Bedford, mentions an instance,* where one of his boats struck a large spermwhale from the waist-boat. Soon after the starboard boat fastened to him and got stove; a bomb-lance was then fired into him from the waist-boat, whereupon he turned upon her and stove her, knocking the bottom completely out. The ship picked up the swimming crews, and was then steered for the whale. On seeing his new antagonist he rushed at her, striking her on the bow, knocking off the cut-water with his head, and tearing the copper and sheathing from the bow with his jaw. The ship was again put into position and run for him. As she ranged alongside two bomb and two whale lances were fired into him. A boat was then lowered and two more bomb-lances were discharged into him without effect. It was night by this time, so the boat was called aboard and arrangements were made to hold the position of the ship during the night. Occasionally the infuriated monster could be heard fighting the fragments of boats, oars, &c. "Thus through the night," continues the journal, "he held his ground, although he had two lines (600 fathoms) towing on to the harpoons, five bombs exploded in him, and other wounds from lances." The next morning the attack was renewed with bomb lances, and thirty-one were fired into him before he was killed. Many similar anecdotes could be related.

A most singular trait of the sperm-whale is what is termed by whalemen "settling." At times when suddenly alarmed it will sink bodily in the water with the apparent rapidity of a lump of lead; so rapidly, in fact, that the mortified boat-steerer hauls in the harpoon which he has thrown but which failed to hit the object thrown at. This sudden sinking is unaccompanied by any change in the horizontal position, or any motion of the tail or flus, and seems to be adopted as a means of securing safety when there seems to be no time to round out and sound.

Another singular feature connected with the whale fishery is the sudden coming and going of the objects of pursuit. According to Davis, 5 their appearance and disappearance would seem somewhat periodical, as though perhaps certain phases of the moon were better than others for the prosecution of the fishery. At such times whales suddenly ap-

^{*} Ibid., p. 233.

t Scoresby (ii, p. 276) relates an instance in the experience of the English whaleship Resolution, where a whale was finally killed after a chase of nine miles, and after baving carried off one boat (which was lost) and 10,440 yards or nearly six miles of line.

[‡]P. 187. The thorough descriptions of whales, their habits, haunts, &c., given by Seammon and Davis, make extended comments unnecessary in this work.

[§] P. 177. Schools of whales containing many individuals have, even within a comparatively late period, been seen and attacked in the Indian Ocean. The fishery there extends from Cape Lecurvin to Java Head, a distance of 1,600 miles. In 1838 the American and French whalemen took at one capture off Cape Lecurvin 10,000 barrels; in 1845 the Americans in one onslaught in Champion Bay took 6,000 barrels; in 1857 the American and French fleets, while off King George's Sound, took at one time 12,000 barrels.

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In 1868 there appeared in the Flag of our Union a series of sketches entitled "Leaves from the Arethusa's Log," by William H. Macy, esq., a veteran whaleman. Among them was one detailing the "raising," pursuit, and capture of a sperm-whale.* Being a life-like description of this event as it ordinarily occurs, it is, with the author's permission, transferred to this work:

"The next morning, having the first mast-head, I was in the foretop-gallant cross-trees at sunrise, thinking, of course, of the five-dollars' bounty all the way up the rigging.† The him outline of the peak was still visible, and the topsails of the Pandora just in sight, astern, the wind still continuing moderate at west-northwest, both ships steering south by west. As I looked astern, when I first got my footing aloft I caught sight of something like a small puff of steam or white smoke, rising a little and blowing off on the water. Looking intently at the same spot, after a short interval another puff rose like the former, satisfying me, from the descriptions I had heard, that some sort of whale was there, and I instinctively shouted, 'There she blows!'

"Where away?" hailed Mr. Johnson, who was just climbing the maintopmast rigging; "O, yes, I see him! sperm whale, I believe—hold on a bit till he blows again—yes—thar 'sh' blo-o-ows! large sperm whale! two points off the larboard! Blo-o-ows! headed to windward!"

"How far off?" shouted Mr. Grafton from the deck.

"Three miles! 'ere sh' blows!"

By this time the old man; was on deck and ready for action. "Call all hands out, Mr. Grafton! Hard a starboard there! Stand by to brace round the yards. Cook! get your breakfast down as fast as you can. Keep the run of him, there, aloft! Maintop bowline, boat-steerers! Sure it's a sperm whale, eh, Mr. Johnson? Steward! give me up the glass-I must make a cleet in the gangway for that glass soon. Muster 'em all up, Mr. Grafton, and get the lines in as fast as you can (mounting the shearpole). Sing out when we head right, Mr. Johnson! Mr. Grafton, you'll have to brace sharp up, I guess (just going over the maintop). See the Pandora, there ? O, yes, I see her (half-way up the topmast-rigging). Confound him! he's heading just right to see the whale, too! ("There goes flukes!" shouted the mulatto.) Yes! yes! I see him-just in time to see him (swinging his leg over the topmast cross-trees), a noble fan, too! a buster! Haul aboard that maintack! We must have that fellow, Mr. Johnson. Steady-y! Keep her along just full and by. We mustn't let the Pandora get him, either!"

The Arethusa bent gracefully to the breeze, as, braced sharp on the port tack, she darted through the water as though instinctively snuffing

[&]quot;"The First Whale." The series is soon to be published in book-form.

[†] It is sometimes the custom on whalemen for the captain to offer some reward to the man who first "raised" or discovered whales.

[†] The term applied by the sailors to the captain.

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ion a series of sketches William H. Macy, esq., etailing the "raising," a life-like description of the author's permission,

d, I was in the foretoparse, of the five-dollars' outline of the peak was ast in sight, astern, the est, both ships steering t got my footing aloft I steam or white smoke, cooking intently at the le like the former, satisthat some sort of whale the blows!'

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as, braced sharp on the gh instinctively snuffing

d in book-form. n to offer some reward to the her prey. The whale was one of those patriarchal old bulls, who are often found alone, and would probably stay down more than an hour before he would be seen again. Meantime, the two ships were rapidly nearing each other; and the Pandora's lookouts were not long in discovering that "something was up," as was evinced by her setting the main royal and foretopmast studding-sail, though they could not possibly have seen the whale yet. But the whale was apparently working slowly to windward, and the Pandora coming with a flowing sheet, all of which was much in her favor. The old man remained aloft, anxiously waiting the next rising, from time to time hailing the deck to know "what time it was?" and satisfying himself that the boats were in readiness, and breakfast served out to those who wanted it. As three-quarters of an hour passed, he grew more anxious and fidgety, shifting his legs about in the cross-trees and clutching the spy-glass in his nervous grasp.

"Are you all ready, Mr. Grafton?"

"Ay, ay, sir," answered the mate from the maintop, where he had mounted to get a look at the whale when he should rise again.

"Let them hoist and swing the boats."

"Ay, ay, sir."

"I think I saw a ripple then," said the second mate, from the topsail yard directly beneath him.

"Where " demanded the captain.

"Four points off the lee bow."

"O! no, you didn't, he won't come there. He'll rise right ahead or a little on the weather bow. I don't think he'll go to windward—Good gracious! see that Pandora come down! She'll be right in the suds here directly! I think we've run far enough, eh, Mr. Grafton? Haul the mainsail up, then! and square the main-yard!"

Silence for a few minutes after this evolution was performed.

"He can't be far off when he comes up again. Look at the men old Worth has got aloft there, his cross-trees swarming, and every rattlin manned. Look sharp! all of ye! We must see that whale when he first breaks water. That helm eased down? Haul the foresail up! and let the jib-sheets flow a little more. It can't be possible that the whale has been up—no, we couldn't help seeing him, some of us—I know 'twas a sperm whale. I saw his fan; besides, there's Mr. Johnson—best eyes in the ship. What time is it there? An hour and ten minutes that whale has been down—a long-winded old dog! We shall have to wear around, I'm afraid we shall forge. Blo-o-ows! right ahead, not one mile off! Down, there, and lower away! Now, Mr. Grafton, work carefully—Mr. Dunham, too; if you don't strike this rising, spread your chances well, and don't crowd each other—but don't you let the Pandora get him!" The captain was by this time in the stern of his own boat. "All ready, Mr. Johnson? Where's Old Jeff.* at my midship oar? O, here you are, eh?

^{*} Every man has his place.

You sin't turned white yet—lower away! Cooper! Where's Cooper? As soon as we are clear, wear round—let run that davit fall!—wear round and make a short board—haul up your tackle, boy. Keep to windward all you can, Cooper! Pull a little off the weather bow, Mr. Grafton, and then set your sail! Haul in these gripes towing over the quarter. By thunder, there's Worth's boats all down! coming with a fair wind, too! Out oars, lads."

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The Pandora had luffed to, and dropped her boats a mile to windward, and they were coming down before the breeze, wing-and-wing, with their paddles flashing in the sunlight, and their immense jibs guyed out on the bow-oar as studding-sails, promising to stand about an equal chance for the whale with ourselves. The larboard boat, to which I belonged, proved the fastest of the three, and had a little the lead. After pulling a few quiet strokes to windward, Father Grafton set his sails, and, as he gave the order to "peak the oars and take the paddles," seemed as cool and calm as when engaged in the most ordinary duty on board. There was no confusion or bustle in his boat, but, with his practiced eye fixed upon the huge spermaceti, he kept encouraging us in a low, dry tone, as he conned the steering-oar with such skill that he seemed to do it without effort.

^{*} Usually the cooper is also head ship-keeper while the boats are down, if the captain is in one.

[†] Exciting scenes have often occurred where boats from rival ships contended for the prize, which by the law of whaling belongs to the first "fast" boat. Many years ago an English, a French, a Portuguese, and an American ship lay becalmed within a radius of a mile of each other in the South Pacific, when a whale was "raised." With a celerity peculiar to whaling, a boat from each ship was down and in pursuit. The American whaleman is the only man who attends exclusively to his own duty; the carsmen leave it to their officers to watch the whale and only attend to getting the boat through the water. Says the boat-steerer of the American boat in his account of the race: "Placing the palm of my left hand under the abaft oar, while with my right I guided the boat, and at each stroke threw a part of my weight against it, our boat would 'skim the water like a thing of life.' A few moments from the start brought us up with the Portuguese. The crews of the different ships witnessing the chase, the excitement was tremendous. Our shipmates cheered us as we came up with the first boat, and as we passed, the whale again made its appearance. Singing out to the men, 'There she blows! She's an eighty-barrel-right ahead. Give way, my boys!' &c.. we were soon alongside the Frenchman. The Frenchman was too polite to oppose us, and we passed him with ease. The English boat was now about ten rods in advance, and the whale about one and three-fourths of a mile. Now came the trial. The English boat was manned by the same number of stor (, active hands as our own, and, seeing us pass the other boats, their whole strength and force was put to the oar. We gained on them but slowly, and such was the excitement of the race that we were in danger of passing over where the whale had last 'blowed.' At this moment the English boat-steerer noticed the manner in which I had placed my left hand and weight against the oar. Instantly laying hold of his own in a like manner, his first effort broke it short at the lock. Thus disabled, he gave us a hearty curse as we shot past him like a meteor. We had been so excited with the race that we had lost sight of the whale. As luck would have it, at this instant she 'blowed' but a few rods ahead. In a moment we were fast, and 'all hands stern.' * * That whale stowed us down

per! Where's Cooper?*

In that davit fall!—wear

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poats a mile to windward, wing-and-wing, with their mense jibs guyed out on ad about an equal chance pat, to which I belonged, the lead. After pulling on set his sails, and, as the paddles," seemed as ordinary duty on board, it, with his practiced eye uraging us in a low, dry skill that he seemed to

e boats are down, if the cap-

rom rival ships contended for rst "fast" boat. Many years in ship lay becalmed within a a whale was "raised." With as down and in pursuit. The usively to his own duty; the only attend to getting the boat an boat in his account of the aft oar, while with my right I v weight against it, our boat ents from the start brought us ips witnessing the chase, the as we came up with the first ance. Singing out to the men, Give way, my boys!' &c.. an was too polite to oppose us, ow about ten rods in advance, low came the trial. The Engve hands as our own, and, seeorce was put to the oar. We nt of the race that we were in ed.' At this moment the Engaced my left hand and weight ke manner, his first effort broke ty curse as we shot past him that we had lost sight of the 'ed' but a few rods ahead. In That whale stowed us down

"Now, lads, you face round to paddle, you can all see him. I declare, he's a noble fellow—ninety barrels under his hide if there's a drop. Bunker, do you see that fellow? he's got a back like a ten-acre lot—paddle hard, lads,—if you miss him, go right overboard yourself, and don't come up again—long and strong stroke, boys, on your paddles. See that boat coming—that's Ray, the second-mate of the Pandora—three or four more spouts, and we'll have him—he's ours, sure! they can't get here in time—scratch hard, boys! don't hit your paddles on the gunwale. Stand up, Bunker, and get your jib-tack clear! Don't let them gally* you, if they shout in that boat."

"All right!" said his boat-steerer, with his eager hand resting on the iron pole, "Never fear, sir."

"Paddle hard, lads, a stroke or two. That's right, Bunker. Keep cool, my boy, keep cool, and make sure of him."

A wild and prolonged shout rang on the air from six sturdy pairs of lungs in the Pandora's waist-boat, as Mr. Ray, seeing that he was baffled, let fly his sheets and rounded to, a ship's length to windward. It was too late, however.

"All right," said Father Grafton, in the same dry, quiet tone, as before. "Hold your hand, Bunker. Hold your hand, boy, till you're past his hump—another shoot, lads—way enough, in paddles. Now, Bunker, give it to him. Down to your oars, the rest. Give him t'other one, boy! Well done! both irons to the hitches.† Hold water, all. Bear a hand, now, and roll up that sail. Wet line, Tom! wet line! Where's your bucket? All ready with your sail, Bunker? Let her come, then—all right. Come aft here, now, and let me get a dig at him."

The line was spinning round the loggerhead with a whizzing noise, and a smoking heat, as the huge leviathan, stung to the quick, darted down into the depths of the ocean. Bunker threw on the second round turn to check him, and jamming the bight of the line over the stern-

eighty-five barrels of oil, and shortened our voyage two months." (See The Whale and his Captors, p. 196.)

Another international race took place once in Delago Bay. A large whale was "raised" at the same moment by an English and an American ship, about equidistant from each, and immediately the boats were down. The English, having the lead, finding the American gaining, bore wide from the whale to throw their rivals on the outside. When, however, they both came, side by side, abreast of the whale, the English inside, of course, one of the American sailors sprang from his seat and darted his harpoon directly over the English boat, planting it clear to the socket in the whale's life, and the Englishmen, hastily releasing themselves from their perilous position, left the field to their American cousins, while the shores of Delago Bay echoed with the cheers of the comrades of the victors. (N. A. Review, 1834.)

*Mr. Macy thinks this word may be a corruption of the obsolete verb gallow, to be found in old writers. Thus Shakespeare says, in King Lear, "The wrathful skies gallow the deep wanderers of the dark."

It sometimes happens that as the iron is thrown, the whale "bows," and the harpoon striking in the concave against what is called "slack blubber" fails to penetrate. (See Nimrod of the Sea, p. 378.)

sheets, watched it carefully as it flew through his grasp; while the mate cleared his lance, and got ready to renew the attack. Every moment his anxiety increased as he kept turning his head, and looking at the tub of line, rapidly settling, as the whale ran it out, "I declare, I believe he'll take all my line. Blacksmith! pass along the drug!* Check him hard, Bunker!" then, seeing the other boats near at hand, he opened his throat, and, for the first time, we learned the power of Father Grafton's lungs.

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"Spring hard, Mr. Dunham! I want your line! Cast off your craft, and stand by to throw your line to me! Spring hard! Do!"

The ash sticks in the waist-boat were doing their best, as the loud "Ay, ay!" was borne back o'er the water from Dunham, while the old man could be seen in the rear of the picture wildly straining every nerve to be "in at the death," and heaving desperately at the after oar, with his hat off, his hair flying loosely in the breeze, and his whole frame writhing with eager excitement. Our line was going, going; already there was but one flake in the tub, when the waist-boat ranged up on our quarter, and Fisher, with the coil gathered in his hand, whirled it over his head, making ready for a cast.† At this instant his strain was suddenly relieved, and the line slacked up.

"Never mind!" roared Mr. Grafton. "Hold on, Fisher. All right, he's coming. Never mind your line, Mr. Dunham, he's coming up! Pull ahead and get fast! Get a lance at him if you can! Haul line, us! Face round here all of ye, and haul line! Careful, Bunker, about coiling down.! He'll be up now, in a minute; haul lively!"

The waist-boat had shot ahead under a fresh impulse of her own, and the captain came drawing up abreast of the fast boat.

"Are you well fast, Mr. Grafton?" "Ay, ay, sir; both irons chock to the socket." "That's the talk. Got 'most &! your line, hasn't he?" "Yes, sir." "Well, gather in as fast as you can. Spring hard, us! Spring! I want to greage a lance in that fish. There he is; up," he shouted, as the tortured monster broke water, showing his whole head out in his agony, and started to windward.

Fisher had bent on his craft again, and was about two ship's lengths from the whale when he rose.

"Haul quick, my lads," said the mate, "and get this stray line in. There's Mr. Dunham going on, and the old man will be with him in a minute. There he brings to!" as the whale suddenly stopped short in his mad career, and lay swashing up and down, as if rallying his strength for a fresh effort.

^{*}Drag.

In taking the second boat's line the upper end is made fast to the lower end of the line of the "fast" boat, which then becomes the "lovse" one, and the second boat takes the place of the first.

[‡]In hauling in the line from a fast whale it is not recoiled in the tub, but in the boat. The utmost care is, however, necessary in this coiling, for if occasion demands it must run out as freely the second time as from the tub.

grasp; while the mate ttack. Every moment end, and looking at the t cut, "I declare, I belong the drug!* Check ear at hand, he opened power of Father Graf-

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"There's 'stand up' in the waist-boat! There he darts! Hurrah! two boats fast. Haul lively, us, and get this line in!"

His whaleship seemed staggered by this accumulation of cold iron in his system, and lay wallowing in the trough of the waves. It was a critical moment for him; for Mr. Dunham was getting his lance on the half-cock, ready for darting, and as the whale suddenly "inilled short round" to pass across the head of his boat, the young man saw his advantage, and cried, "Pull ahead! Pull ahead, and we'll get a 'set' on him! Lay forward, Fisher! Lay forward hard, my lad! right on for his fin! Pull ahead! So, way enough—hold water, all; and, driven by a strong arm, the sharp lance entered his "life," its bright shank disappearing till the pole brought it up.

"Hold her so!" said the second mate. "Way enough! just hold her so till he rises again!" as the whale hollowed his back under the sea, now crimsoned with his life-tide, and again rising, received the lance anew in his vitals; but the first "set" was enough, and the gush of clotted blood from his spiracle in ld how effectually it had done its work.

"There," said Father Grafton, who had just got his line gathered in and was ready to renew the assault, "there's the red flag flying at his nose. Blacksmith, we may as well put up our lance, we sha'n't want it to-day. Well done, Mr. Dunham. Thick as tar the first lance. Hold on line, Bunker! heave on a turn!" as the whale, making a dying effort, statted up to windward, passing among the Pandora's boats within easy hail.

"Give us your warp, Pitman, if you want a tow," said Bunker, in passing, to Mr. Ray's boat-steerer.

"Every dog has his day," growled Pitman in reply.

^{*} It sometimes happens that it is desirable to draw up alongside the whale while fast to him, the more effectually to use the lance. This operation is thus described: "Having hauled as well forward as the position of the harpoon will admit, the boat-header reaches over the bows, and, taking hold of the line forward of the chocks, brings it around outside the boat, then giving it into the hands of the bow-oarsman, who has faced forward on his thwart. Now, as the man hauls on the line, the direction of strain is oblique, well back on the bow, and the course of the boat becomes parallel with that of the whale a few feet distance from him. The boat-header then has his chance to ply the lance with deadly effect. If the harpoon is well forward of the hump of the whale, the boat will run in comparative safety, as the strokes of the tail will be behind the boat, and the swing of the jaw in front. As long as the whale continues running in a straight course on the surface, the persistent beat will cling behind his fin as a bull-dog will to the nose of an ox. His only escape is to run deep, or, by suddenly milling or turning, to bring the boat in reach of jaws or flukes. The duty of the bow-oarsman is arduous when the whale is running fast, or there is a high sea. By his own strength he must keep the boat in its position, though drenched with the flying spray from the bow. Should the strain wrench the wet line through his burned hands, the blessings of the excited boat-header are poured on his head with a vigor heard only in the rushing hiss of this 'Nantucket sleigh-ride.'" (Nimrod of the Sea, p. 142.)

"Yes. Come aboard to morrow; I'll give you a scrap for luck."

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The whale went in his flurry* and turned up nearly under the stern of the Pandora, as she luffed to for her boats; but Captain Worth could not afford to lose the breeze long, and, by the time the last boat was on the cranes, his helm was up and his mizzen-topsail shivering. The old ship fell off to her former course, and, setting her royal and studding sails, left her more fortunate consort "alone in her glory."

H.—INTRODUCTORY TO RETURNS.

In making up these reports many difficulties occur.

1st. In the earlier years, in fact down to about the years 1844-'45, the reports of the amount of bone taken were only occasional. Most of that commodity was imported prior to 1840 in New London and Sag Harbor ships, its value being so low that captains of vessels from many of the other ports did not care to be encumbered with it. For this reason a large amount of bone was brought home which it is impossible to properly accredit.

2d. Oil and bone were frequently sold by vessels in foreign ports to pay for repairs, of which no account appears.

3d. Much oil and bone came home as freight which was not recorded in the shipping journals, and hence does not appear in the record. In many cases where it was recorded the return was made in the name of some shipping agent and not of the vessel. Where one man or one firm acted as agent for from two to ten ships proper credit was impossible. Again, many cases occur where two and occasional cases where even three vessels of the same name sail from the same port. Where a credit to them is made, it must be made, unless the vessel is carefully specified, according to the best judgment of the compiler.

4th. Oil is sent home in casks and bone in bundles, and in many cases is returned in that form. Now casks hold from two to eight barrels, and bundles of bone are of various sizes. The estimate in such cases has been founded on $4\frac{1}{2}$ barrels to the cask, and 90 pounds to the bundle.

Abbreviations used: A. O. or Atl., Atlantic Ocean; C. G. H., Cape of Good Hope; P. or P. O., Pacific Ocean; Brazil, B. B., or B. Banks, Brazil Banks; Woolwich, Woolwich Bay; Falk., Falkland Islands; W. I., W. Ind. or West Ind., West Indies; Peru or Chili, coast of Peru or coast

^{*}The head rises and falls, and the flukes strike the surface in rapid succession. With great force it will rapidly swim in a large circle, sometimes passing two or three times around, and then closing the circuit by rolling on its side, dead. This is termed the "flurry," and the ending of the tragedy is "fin out." (Nimrod of the Sea, p. 177.) The food of the sperm whale consists principally of squid, and in the agonies of his "flurry" he often throws up immense pieces of undigested food, pieces half as large as a whale-boat are frequently seen, and these seem to be mere fragments of the immense marine monster to which they formerly belonged. Mr. Joseph Swain, of Nantucket, relates an instance where a piece of shark several feet long was similarly vomited up in the death-struggle of a sperm whale.

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of Chili; S. A. or S. Atl., South Atlantic; Africa, coast of Africa; S. S. or S. Seas, South Seas; Pat., coast of Patagonia; South Coast, along the edge of the Gulf Stream; Delago, Delago Bay; W. Ilds., West. Ilds., or C. de V., Cape de Verdes or Western Islands; East coast or East shore, that part of the African coast; Shoals, Nantucket Shoals; Guinea or Japan, the coasts of those countries; N. W., Northwest coast of America; N. P., North Pacific; S. P., South Pacific; Ind., Indian Ocean; N. Z., New Zealand; Des., Desolation Islands; Cum. In., Cumberland Inlet; Hud. Bay, Hudson Bay.

I.—RETURNS OF WHALING-VESSELS, SAILING FROM AMERICAN PORTS, SINCE THE YEAR 1715.

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1715.

Six sloops sailed from Nantucket of from 30 to 40 tons burden each, returning with cargoes amounting to 600 barrels of oil and 11,000 pounds of bone, and valued at £1,100 sterling. This number was probably for some years pretty constant.*

1722

Tu 1722, the sloop ———, of Nantucket, Elisha Coffin master, was lost at sea with all on board.

1723.

Among the vessels sailing this year was one from Rhode Island, commanded by William Bennett, and a sloop from Nantucket, commanded by Nathan Skiff. Bennett brought into Rhode Island the largest sperm whale ever seen in Rhode Island up to that date (May, 1723). He obtained from it 18 barrels of head matter and from 40 to 50 barrels of body oil, and reported that he might have obtained one-third more from the head if the weather had been favorable. The account concludes: "This spring our vessels have brought eight whales into this port." The sloop reported from Nantucket was captured by the pirate Low, her captain killed, two Indians carried away, and the balance of the crew sent adrift in the two boats with no sustenance save water. They arrived safely in Nantucket, however. ‡

1730.

Twenty-five vessels, from 38 to 50 tons burden each, sailed from Nantucket and obtained 3,700 barrels of oil, valued at £7 per ton, £3,200.

731.

Among the vessels sailing this year was a sloop from Nantucket, of which Thomas Hathaway was commander, and which was lost with all on board. The sloop Pelican, of Newport, Benjamin Thurston, owner, made a voyage, returning with 114 barrels oil, 200 pounds bone.

1732.

A vessel, commanded by a Captain Atkins, made a whaling-voyage to Davis's Straits, going as far as 66° north. This was probably the first voyage to this locality from the Colonies.

^{*} It must be remembered that these lists, up to the year 1815, are entirely made up from newspaper reports and sundry scraps of information gathered here and there.

[†] Boston News-Letter.

[‡] Ibid.

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Lot Thatcher, son of Major Thatcher, of Barnstable, was drowned while on a whaling-voyage, probably in a Barnstable vessel. A whale was taken in the Bay of Fundy by a Captain Hussey, and brought into Boston in August.

In March whaling-vessels commanded by the following men cleared from the port of Boston: James Smalley and Daniel Smalley (for Greenland). In April, Doty, Doane & Mayo (for Greenland); Jenkins, Myrick, Doane, Langstaff, Lombard, Dimock, Rider, Doane, and Davis (Davis's Straits). In May, Yeates (Davis's Straits). In August, a whaling-schooner arrived at Nantucket from the northward with three large whales, one of them "twelve-foot bone." † In the same month Captain Langstaff returned from Davis's Straits to Cape Cod. While in the straits he struck a large whale which stove his boat, breaking an arm and a leg (in two places) of one of the crew, and injuring less seriously four others. A day or two after they fell in w .h a Dutch ship which had a surgeon on board, who set the broken bones and aressed the wounds. Captain Langstaff took two whales besides this croublesome one, one before, and the other after the accident. In September, Dimock, Barker, Dimock (No. 2), Myrick, Jenkins, Lombard, and Langstaff (No. 2), arrived home.

In February there cleared from the port of Boston for Davis's Straits, Rider & Webster. In March, Rider (No. 2), Adams, Doane, Lombard, Mayo, Crowell, Davis, Strout, Crawford, Glargon, Smalley, Doty, Freeman, and Mayo (No. 2). In April, Dimock, Bangs, Taylor, Gorham, Somes, Daniel Gorham, West, Doane, (No. 2), Paddock, Snow, White, Underwood, Smith, Small, Vickery, Small (No. 2), Higgins, Vickery (No. 2), Bickford, and Smith (No. 2)‡. In May, Black, Rust, Cudworth, and Oakley—in all 40.

Captain Atherton Hough arrived at Eastham from a whaling-voyage to Davis's Straits in August. There also entered at Boston from the same locality—in August, Captains Paddock, Smalley, Isaac Smalley, Somes, and Smith; in September, Clift, Mayo, Lombard, Watts, Doty, Robert Mayo, Vickery, Bickford, Bayly, Haugh, Mayo, Gorum, Bacon, Snow, Russell, Oakley, Taylor, and Dimock; in October, Hussey and White. (The Davis's Straits fleet from Massachusetts alone in this year must have consisted of between 50 and 60 yessels.)

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^{*}Boston was the port of entry for nearly the whole State. Vessels from Dartmouth and vicinity usually cleared from and entered at Newport, and Nantucket vessels, before that port was made one of entry, cleared sometimes from Newport and sometimes from Boston. The names of captains and not of vessels are given.

Referring to the length of the slabs.

[†] A dozen whaling-vessels, says the Boston News-Letter, are fitting for Davis Straits from Provincetown (1737). "So many people are going that not over a dozen or fourteen men will be left."

[§] The spelling is as per report.

^{1815,} are entirely made up athered here and there.

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1738

Cleared from Boston for Davis's Straits in March, Stephen Snow, Prince Snow, John Gorham, Benjamin Gorham, Strout, Elisha Mayo, Robert Mayo, John Smalley, Elisha Smalley, Doane, and Hatch; in April, White and Howland.

Entered at Boston from Davis's Straits, in August, Mayo, White, and Smalley; in September, Smalley (No. 2); in November, Bennett and Gorham. The Davis's Straits fishery yielded excellent returns.

Joseph Chase also made a whaling voyage from Martha's Vineyard in the sloop Diamond, 40 tons burden.

1739.

Cleared at Boston in April for Davis's Straits, Captain White. Entered at Boston from Davis's Straits, Small, Robbins, Doty, Mayo, White, and Smalley (August), Sears (September), and Gorham (November).

James Claghorn in the sloop Leopard (40 tons), and Jos. Chase in the sloop Diamond, also made whaling-voyages from Martha's Vineyard.

1740.

Cleared at Boston in March for Davis's Straits, Mayo. Sailed from Martha's Vineyard, sloop Leopard, Claghorn master. A whaleman on the Banks having lowered for whales, his boat was attacked by a sperm whale and stove into kindling-wood. The crew were rescued unharmed, by another boat, to which also the whale immediately gave chase, but by dint of hard rowing the fate of its predecessor was avoided.

1741.

The sloop ———, Capt. Solomon Sturgis, sailed from Barnstable, whaling. The sloop was captured by a Spanish privateer under command of Don Francisco Lewis. Sturgis and eight of his men were allowed to leave, and the vessel with four men was carried away. The sloop Leopard, Claghorn, made another voyage from Martha's Vineyard.

1742.

Sloop Humbird, John Harper master, made a voyage from Martha's Vineyard. Sloop ———, Daniel Paddack master, sailed from Nantucket and was lost.

1744.

A whaleman from Nantucket was captured by a French privateer. Sloop Susannah, 55 tons burden, made a voyage from Martha's Vineyard.

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^{*} At this very time the English papers were remarking the success of the Dutch in the Greenland fishery, and saying, "It is surprising that such Instances of the prodigious Advantage of the Greenland Fishery should not push the English to more vigorously pursue it." See item in Boston News-Letter, dated Newcastle, July 23.

March, Stephen Snow, n, Strout, Elisha Mayo, Doane, and Hatch; in

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1746.

A whaling-vessel, presumably from Martha's Vineyard, was taken by a French man of war near Newfoundland,* and a sloop from Nangeket was taken by a French privateer, released and subsequently captured by a Spanish privateer and put in charge of a prize crew, who being anable to navigate her, turned her over to the prisoners and by them she was carried into Philadelphia.

1747.

Among the whaling fleet of this year there sailed a schooner from Boston, ———, Mayo master, and a sloop from Nantucket, Peter Bunker master. These two vessels were captured by a Spanish privateer off the Capes of Virginia. The sloop was ransomed for \$800 and a brother of the captain was detained by the Spaniard as security.

1748.

Sixty vessels, of from 50 to 75 tons burden each, sailed from Nannacket, returning with 11,250 barrels of oil, valued at £14 per ton, £19,684.

1750.

In August Captain Atkins entered at Boston from Davis's Straits.

1751.

Sloop Experiment made a whaling voyage from Williamsburg, Va., along the coast, returning early in May with a valuable whale.

1752.

A vessel of 75 tons burden, owned by John Newman and Timothy Coffin, of Martha's Vineyard, made a whaling voyage; also one of 55 tons owned by John Norton, esq., and others of the same place, made another.

1753

The two vessels which sailed from Martha's Vineyard last year sailed again this. The former, which was commanded by Coffin himself, was captured off the Grand Banks by a French vessel and Coffin was killed. The latter, under the command of Christopher Beette, was lost on the coast of Carolina.

1754

Two whalemen off the Capes of Virginia were struck by lightning, and two men killed on board one of them.

1755

Three sloops from Nantucket, commanded respectively by John Starbuck, Jonathan Coffin, and Peter Bunker, were lost while whaling.

^{*}The Boston News-Letter of February 26, 1746, says: Two men arrived at Martinico who were whaling near Newfoundland, and were taken by a French man-of-war and carried to Chebueta, theree sent to Canada.

1756.

Eighty vessels, of an average of 75 tons burden, pursued the business from Nantucket this year. Of these, three, commanded respectively by Christopher Coffin, Peleg Coffin 2d, and Nathan Daggett, were lost, and six others, under Captains Henry Coffin, Jonathan Coffin 2d, Seth Hussey, Nathaniel Coleman 2d, William Barnard, and Josiah Gorham, were captured by the French. (One of those captured was said to have had 600 barrels of oil on board.) The returning vessels brought in 12,000 barrels of oil, valued at £18 per ton, £27,600. In September, Captain Smith entered at Boston from Davis Straits.

1757.

Capt. Nathaniel Woodbury, in a whaling-sloop from Nantucket, was captured by the French privateer Revenge, about the middle of Angust, east of the Grand Bank. He had no oil on board at the time, and his vessel was restored to him with the warning that another privateer was cruising in that vicinity. Woodbury immediately made the best of his way to Nantucket, arriving there early in September.

1258

Two whaling-sloops were captured this year by a privateer brig from Mississippi, and the sloop Industry, Isaiah Eldredge, master,* was captured by a French privateer.

1760.

1761.

Ten vessels, of from 70 to 90 tons burden each, cleared from Massachusetts for the St. Lawrence fishery. Names of captains engaged in the fishery, so far as are now known, † John Clasby, Seth Folger,

—— Jenkins, —— Dunham, —— Allen, —— Pease, Thomas Gibbs, John Akin, Ephraim Delano, Thomas Nye, —— Shearman.

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^{*} Probably from Dartmouth.

[†] From the log of the Betsey. See Ricketson's History of New Bedford.

arden, pursued the busiree, commanded respectid Nathan Daggett, were offin, Jonathan Coffin 2d, in Barnard, and Josiah of those captured was) The returning vessels 18 per ton, £27,600. In rom Davis Straits.

op from Nantucket, was out the middle of August, oard at the time, and his at another privateer was tely made the best of his ember.

by a privateer brig from redge, master,* was cap-

ed by a French privateer man had put on board of nich they had taken full r privateer, mounting 14 s ransomed for \$400, and ided at Newport. Sloop by John Norton, esq. and oops Goodluck, Dolphin, ster, and others, are said, to Disco Island.

ach, cleared from Massas of captains engaged in the Clasby, Seth Folger, Pease, Thomas tye, ——— Shearman.

of New Bedford.

Seventy-eight vessels cleared this year for the whaling-grounds. Of these 50 went to the Gulf of St. Lawrence. The produce of the fishery was 9,440 barrels of oil, valued at \$102,518.40. A schooner, Bickford master, was lost on Seal Islands. The sloop Polly, from Martha's Vineyard, was lost while whaling at the southward, and her crew of thirteen men perished with her. A sloop from Nantucket was taken by a privateer while whaling near the Gulf Stream. Among the captains who sailed were, Shubael Bunker, Benjamin Paddock, Henry Folger, and Nathan Coffin.

1763.

More than 80 vessels sailed this year from Massachusetts for the Gulf of St. Lawrence.

1764

Seventy-two vessels sailed this year, returning with 11,983 barrels of oil, valued at \$131,135,38. One of these vessels was commanded by Jonathan Negers, of Dartmouth. While fast to one whale the boat which Captain Negers headed was struck by a second, and the captain received injuries from which he died a few days after. A brig from Nantucket, Solomon Gardner, master, was lost.

1765.

One hundred and one vessels sailed in 1765, and the produce was 11,512 barrels of oil, valued at \$125,020.32. A new whaling-sloop from Dartmouth was run down and sunk by another whaleman from the same port. The majority of the vessels fished in the Gulf of St. Lawrence and Straits of Belleisle.

1766.

One hundred and eighteen vessels, of an average of 75 tons each, went whaling from Nantucket, producing 11,969 barrels of oil, valued at \$129,983.24. Captain Peter Wells arrived at Boston, August 18, and between September 25 and October 2 quite a number of whalemen arrived at the same port. From one of them the son of the captain (Clark) was lost while striking a sperm-whale off George's Banks. Several vessels also sailed from Warren, R. I., most of them going southward, and one of them from the Western Islands, bringing in over 300 barrels of oil. Newport sent some vessels too.

1767.

Nantucket sent 108 vessels, averaging 75 tons each, producing 16,561 barrels of oil, worth \$179,852.46. Two sloops, one commanded by Captain Coleman and the other by Captain Coffin, both of Nantucket, were lost in the Straits of Belleisle.

1768.

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The fleet from Nantucket consisted of 125 vessels, of an average of 75 tons returning with 15,439 barrels of oil, worth \$167,667.54.* (In addition to these a large number of vessels sailed from Boston, Cape Cod, Dartmouth, Providence, Warren, Newport, and other ports.) One sloop sailed from New York in A cil. The names of the captains of vessels in the northern fishery, so far as can be ascertained, are as follows: Joseph Tripp, Benjamin Jenney, Salathiel Eldridge, Isaiah Eldridge, and Fortunatus Sherman, of Dartmouth; Phineas Fish and Nathaniel Allen, of Falmouth; --- White, of Cape Cod; Dillingham and Peter Welding, of Boston; and Louis Taber, Gamaliel Spooner, Thomas Paine, Jeguthan Hammond, Benjamin Young, John Howland, Daniel Hussey, — Nye, — Meader, Nathaniel Delano, Ephraim Delano, William Russell, Elisha Cushman, Christopher Hopkins, David Snow, Elijah Crocker, John Akin, Daniel Ricketson, John Howland, Seth Folger, Abishai Folger, Shubael Weeks, Alexander Gardner, Butler, —— Luce, — - Batty, - Clarke, John Clasby, ---- Anthony, George Smith, Solomon Hatch, and Benjamin Barnard.

1769

One hundred and nineteen vessels engaged in whaling from Nantucket, producing 19,140 barrels of oil, valued at \$462,996.60. The names of the captains commanding in the northern fleet, so far as can be ascertained, are Isaiah Eldridge, --- Delano, Joseph Tripp, James Coffin, Melatiah Pease, Lemuel Jenkins, Benjamin Dillingham, Fortunatus Sherman, and Thomas Marshall, of Dartmouth; Joseph Coleman, Nathaniel Coleman, Seth Coleman, William Long, Benjamin Chase, Jonathan Coffin, Solomon Folger, Benjamin Jenkins, John Woodbury, Matthew Barnard, and Joseph Gardner, of Nantucket; Edmund Conkling, Joseph Conkling, and John Squires, Long Island; Richard Whelden, Rufus Fish, Barachian Bassett, and Shubael Weeks, Falmouth; Samuel Whippey, New York; Gilbert Nash and Thomas White, Boston; Silas Snow and Joshua Harding, Cape Cod; and Benjamin Stratton, of Sandwich. In addition to the foregoing, Captains Butler, Wass, Strange, Sears, Pease, Coffin, Norton, Edmonds, Wheldon, and Daggett sailed from Providence, most of them sailing to the southward; Captain Grinnell sailed from Warren; and Capt. William Reade made a voyage in sloop Hampton, from Newport to the Western Islands grounds, obtaining 130 barrels of oil.†

1220.

Nantucket sent 125 vessels, of an average of 93 tons each, to both the northern and southern whaling-grounds; the produce being 14,331 barrels of oil, valued at \$358,200. Probably fully as many more sailed from

^{*}The Boston News-Letter, in its dispatches from New York, under date of April 20, 1768, says, "it is understood that the people of the island of Nantucket alone took oil and bone last season to the value of £70,000."

[†]Captain Strange took 200 barrels. Probably the total yield exclusive of Nantucke would exceed 6,000 barrels.

ressels, of an average of orth \$167,667.54.* (In iled from Boston, Cape and other ports.) One imes of the captains of ascertained, are as foliel Eldridge, Isaiah El-; Phineas Fish and Na-Cape Cod; Dillingham ber, Gamaliel Spooner. Young, John Howland, thaniel Delano, Ephraim stopher Hopkins, David ketson, John Howland, s, Alexander Gardner, - Clarke, John Clasby, , and Benjamin Barnard.

in whaling from Naned at \$462,996.60. The hern fleet, so far as can mo, Joseph Tripp, James umin Dillingham, Fortunouth; Joseph Coleman, Long, Benjamin Chase, enkins, John Woodbury, ntucket; Edmund Conk-Island; Richard Whelubael Weeks, Falmouth; nd Thomas White, Bosod; and Benjamin Strat-, Captains Butler, Wass, s, Wheldon, and Daggett the southward; Captain m Reade made a voyage rn Islands grounds, ob-

23 tons each, to both the roduce being 14,331 baris many more sailed from York, under date of April 20,

d of Nantucket alone took oil tal yield exclusive of Nantucke all the other ports combined, and probably the yield was about the same. Among the captains were the following, sailing most of them to Davis Straits and the Straits of Belleisle: Isaiah Eldredge (in sloop Tryall), — Delano, Seth Hamblin, Lazarus Spooner, Fortunatus Sherman, — Dillingham, and Joseph Tripp, of Dartmouth; James Fitch, Abishai Folger, Benjamin Jenkins, George Smith, Jethro Myrick, George Russell, Samuel Long, Abraham Pease, William Worth, Richard Coffin, and Benjamin Hussey, of Yantucket; Joshua Harding, of Cape Cod; Thomas Wiccum,* of New London; and Nailer Hatch, Cornelius Jenney, Francis Chase, Nymphas Price, Robert Gardner, and Zadock Lewis, unknown.

From 1770 to 1775 the state of the whale-fishery from Massachusetts was nearly as follows:†

Ports from which vessels sailed.	Number of vessels fitted annually for the north- ern fishery.	Tonnage.	Vessels fitted annually for southern fishery.	Tonnage.	Total number of seamen employed.	Barrels of sperm-oil :aken annually.	Barrels of right-whale oil taken annually.
Nantucket Wellfieet Dartmouth Lynn Martha's Vineyard Barnstable Boston Falmouth, Cape Cod Swanzey	65 20 60 1 12 2 15 4	4, 875 1, 680 4, 500 75 720 150 1, 300 300	85 10 20 1	10, 200 1, 000 2, 000 120	2, 025 420 1, 040 28 156 26 260 52 52	26, 000 2, 250 7, 200 200 900 240 1, 800 400	4, 000 1, 250 1, 400 100 300
Total	183	13, 820	121	14, 020	4, 059	39, 390	7, 65

To this estimate must be added for Providence, Newport, Warren, Sag Harbor, New London, New York, about 50 vessels more, and the proportion carried through would add 4,600 tons of shipping, 450 men to the number of seamen, 6,500 barrels of sperm and 1,200 of whale oil to the above total.

The names of such of the captains as are known are as follows:

For 1771: Joshua Delano (sloop Defiance of Rochester), Eldridge, Jenney, Peter Fitch, Uriah Bunker, Caleb Lombard, Richard Whelden,

^{*} Wiggit

t"No less than 19 Sail of Vessels were cleared for a Whaling Voyage from Rhode Island the week before last."—Boston News-Letter, May 21, 1770. The sloop Marquis of Granby, Pelatiah Russell, master, is reported in February, 1770, at Cape St. Nicholas Mole with 170 barrels of oil, her crew of Indians having run off with one boat and craft. The sloop Deliverance, Marchaut, of Dartmouth, in two voyages this year took 360 barrels. John Claghorn, mate of a Dartmouth brig, was taken out of his boat by a foul line and drowned—the fourth brother in a family of six who had lost his life in this way. A Providence brig, a Newport schooner, and a Rhode Island sloop (these accounts all seem to make a distinction between Rhode Island vessels and those from Newport), all whalers, went ashore at Tarpaulin Cove, and a Warren schooner was lest on Chatham bar.

Richard Coffin, Paul Rawson, Benjamin Church, John Squires, Tristram Gardner, Francis Barnard, Thomas Manter, Benjamin Paperdy (†), George Russell, David Swain, Cornelius Marchant, William Pease, Robert Wyer, Jonathan Barnard, David Clark, and John Winslow.

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For 1772: ———, (sloop Defiance, of Rochester), Peter Wells, John Howland, Thomas Pain, Thatcher Rich, Elisha Doane, Jonathan Doane (Dartmouth), Thomas Ryder (Cape Cod), Jeremiah Bickford, William Moores, Benjamin Coffin (Nantucket), Joseph Smith, Elisha Cobb, S—— Swett, Thomas Groose, Jonathan Moores, David Swain, Stephen Sears, Obed Bunker, ——— Bunker (of Nantucket, in sloop Fancy), Paul Cook, Barnabas Atwood, ———— Jenney, Obed Nye. Two vessels from Marblehead were whaling during part of the season. Two sloops from Nantucket, with about 150 barrels of oil each, were captured by a Spanish brig and sloop off Matanzas. The sloops Pluto, of Acushnet, John Winslow master, and King of Prussia, of Nantucket, Paul Rawson master, were found in September bottom up, and it is supposed that the crews had perished. Brig Leviathan, Lathrop master, sailed from Rhode Island for Brazil Banks.

For 1773: John Delano (in sloop Neptune, of Dartmouth), Obed Nye, Matthew Price, Hugh Cathcart, Joseph Gardner, William Roberts, Francis Chase, —— Wyatt, —— Barlow, Paul Cook, Joseph Cartwright, Edmund Cottle, Nathaniel Coleman, Samuel Mauter, Oliver Price, Matthew Price (in sloop Dolphin), Ephraim Pease, Marshall Jenkins, Benjamin Starbuck, Richard Coffin, Benjamin Foswick, Obed Hussey, Jonathan Doane, George Shockley, Isaiah Eldridge, Silas Butler. In August a schooner, —— Worth master, arrived in New York, having taken with her consort (name or port not given) 380 barrels of whale-oil and between 7,000 and 8,000 pounds of bone. Sloop A, of Providence, Abishai Luce master, was damaged in a gale December 4, and lost two men.

For 1774 and 1775* (in brig No Duty on Tea, of Dartmouth):

Swain, Jonathan Mitchell, William Swain, Robert Wyer, George Allen (in command, the captain having been caught by a foul line while fast to a whale and drowned), Benjamin Jenney, Abishai Luce (see 1773), Michael Hathaway, Caleb Lombard, Benjamin Hussey, Benjamin Berry, Eleazer Hopkins, Luther Burgess, John Bassett, Francis Butler, John Squires, Benjamin Allen (Nantucket), Daniel Snow, Edward Wing, Abel Easterbrooks (Warren), Benjamin Coffin (Nantucket), William Ramsdell (ditto), —— Meader (ditto). A whaling-sloop, owned by Gideon Almy, of Tiverton, and another, owned in Boston, were captured by a French frigate off Hispaniola, carried into Port au Prince and condemned.

^{*} From the "No Duty on Tea's" log of a voyage to the Western Islands. On June 10, 1774, the sloop Rochester, commanded by David Squires, and owned by Nathaniel Macy, and the schooner Lowden, commanded by Peleg Swain, and owned by John Ramsdell, sailed from Nantucket on a whaling-voyage. They struck on Great Point Rip and were lost, the crews very narrowly escaping drowning.

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ND FISHERIES.

ter), Peter Wells, John Doane, Jonathan Doane niah Bickford, William ith, Elisha Cobb, S___ Swain, Stephen Sears, in sloop Fancy), Paul Nye. Two vessels from

ason. Two sloops from ere captured by a Spanluto, of Acushnet, John intucket, Paul Rawson l it is supposed that the aster, sailed from Rhode

Dartmouth), Obed Nye, lner, William Roberts, aul Cook, Joseph Cart-Samuel Manter, Oliver hraim Pease, Marshall Benjamin Foswick, Obed iah Eldridge, Silas Buter, arrived in New York, not given) 380 barrels of ls of bone. Sloop A, of d in a gale December 4,

, of Dartmouth): ert Wyer, George Allen by a foul line while fast bishai Luce (see 1773), Jussey, Benjamin Berry, t, Francis Butler, John Snow, Edward Wing, (Nantucket), William haling-sloop, owned by Boston, were captured Port au Prince and con-

Western Islands. On June es, and owned by Nathaniel Swain, and owned by John They struck on Great Point

Between these years the fishery produced but little. Nantucket was the only port which attempted to carry it ou, and the fleet from there suffered a rapid diminution in numbers, until at the close of the war 134 vessels had fallen into the hands of the English, and 15 had been lost at sea. Many of these had cargoes varying from a few barrels to the entire capacity of the vessel. A more complete account will be gained by reference to the historical portion of this work.

It appears from the records of Massachusetts that bonds were filed with the State treasurer for the following whaling-vessels:

George Hussey, jr., and Paul Hussey, sloop Harlequin, of Nantucket; Daniel Paddack, master.

George Hussey, jr., and Paul Hussey, brigantine Warren, of Nantucket; Benjamin Whippey, master.

George Hussey, jr., and Paul Hussey, brigantine Brittania, of Nantucket; Silas Jones, master.

George Hussey, jr., and Paul Hussey, brigantine Lark, of Nantucket; Paul Hussey, master.

Reuben and Elisha Swain, brig Speedwell, of Nantucket; Elisha Swain, master.

Joseph Hussey, of Nantucket, and Shubael Cottle, of Tisbury, sloop Fame; Stephen Skinner, master. (This vessel did not sail.)

Joseph Hussey, of Nantucket, and Shubael Cottle, of Tisbury, brig Donoho (?); Nathaniel Coleman, master.

Joseph Barnard and Stephen Hussey, both of Nantucket, schooner Delight; Timothy Coleman, master.

Same parties, brigantine Britannia; Zebulon Whippey, master.

Nathaniel Macy and Richard Mitchell, jr., of Nantucket, schooner Dighton; Silas Paddack, master.

Josiah Coffin and Richard Mitchell, jr., of Nautucket, schooner Mermaid; Josiah Coffin, jr., master.

Same parties, brigantine Ann, of Dartmouth; Simeon Coffin, master. Reuben Gardner and Paul Bunker, of Nantucket, brigantine Enterprize; Jonathan Fitch, master.

Same parties, schooner Harrison; Peter Fitch, jr., master.

Richard Coffin and Stephen Hussey, of Nantucket, brig Mayflower; George Lawrence, master.

Ebenezer Calef and Stephen Hussey, of Nantucket, sloop Nightingale; Elisha Folger, master.

Richard Mitchell, jr., and Stephen Hussey, of Nantucket, schooner Roebuck; William Chadwick, master.

Same parties, brig Sherburne; Jonathan Burnell, jr., master.

Same parties, brigantine Pembroke; Obed Bunker, master.

Same parties, brig Mercury; George Bunker, master.

Francis Brown and Richard Gardner, of Nantucket, brigantine Warwick; Peleg Gardner, master.

Thomas Jenkins and Andrew Myrick, of Nantucket, brigantine Windsor; Stephen Kidder, master.

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Thomas Jenkins and Stephen Hussey, of Nantucket, brigantine Polly; John Barnard, master.

Thomas Jenkins and Andrew Myrick, of Nantucket, sloop Mary; Barzillai Swain, master.

Josiah Coffin, esq., Richard Mitchell, jr., Thomas Jenkins, and Andrew Myrick, of Nantucket, brigantine Donahoe, brigantine Dover, sloop Nightingale, schooner Delight, brigantine Brittania, sloop Success, sloop Conway,* brigantine Monmouth, sloop Dove, brigantine Mayflower, brigantine Polly, brigantine Bedford, schooner Dighton, schooner Harrison, and brigantine Enterprise.

Thomas Jenkins and Andrew Myrick, of Nantucket, brigantine Hawk; George Clark, master.

Same parties, schooner Raven; Seth Mayo, master.

Same parties, schooner Adventure; James Coffin, master.

Same parties, brigantine Hannah; Nathan Folger, master.

Francis Rotch and Leonard Jarvis, of Dartmouth, brigantine Falkland; William Covell, master.

Same parties, sloop Defiance; Jonathan Mitchell, master.

Same parties, brigantine Fox; Silas Butler, master.

Same parties, brigantine George; Thomas Banning, master.

Same parties, brigantine Enterprise; James Whippey, master.

Aaron Lopez, of Newport, and Leonard Jarvis, of Dartmouth, ship Africa; Joseph Ripley, master.

Same parties, brig Minerva; John Locke, master.

Joseph Russell, Isaac Howland, Barnabas Russell, and Caleb Greene, of Dartmouth, schooner Juno; George Shockley, master.

David Shepherd, Seth Russell, David Sowle, Abraham Smith, brigantine Kezia; David Sowle, master.

John Alden and Walter Spooner, of Dartmouth, schooner Grampus; Job Springer, master.

Samuel Smith, jr., and Marshall Jenkins, of Edgartown, brigantine Frederick; Edmund Cottle, master.

Shubael Cottle and John Pease, jr., of Edgartown, sloop Hannah;

Jesse Luce, master.

Jonathan Allen and Thomas Cooke, of Edgartown, schooner Spermaceti; John Pease, master.

Joseph Nye, jr., and Nathauiel Freeman, of Sandwich, schooner Catharine; Jonathan Coffin, master.

Same parties, schooner Elizabeth; Henry Folger, master.

^{*}According to the certificates, the sloop Conway, Bartlett Coffin commander, landed 200 barrels of oil at Falmouth; the brig Donahue, Nathaniel Coleman, 201 barrels (from coast of Brazil); brig Polly, John Barnard, 220 barrels (from Brazil); sloop Mary, Barzillai Swain, 200 barrels and 1,000 pounds bone (brought by brig Liberty, Henry Folger); brig Hawk, George Clark, 200 barrels (from Brazil); schooner Raven, Seth Mayo 200 barrels (from Brazil); Mayflower, Charles Coleman, 200 barrels; all 1776.

AND FISHERIES.

neket, brigantine Wind-

Nantucket, brigantine

antucket, sloop Mary;

as Jenkins, and Andrew rigantine Dover, sloop nia, sloop Success, sloop brigantine Mayflower

Dighton, schooner Harncket, brigantine Hawk;

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issell, and Caleb Greene, y, master.

, Abraham Smith, brig-

uth, schooner Grampus;

Edgartown, brigantine

gartown, sloop Hannah;

rtown, schooner Sperm-

of Sandwich, schooner

lger, master.

ett Coffin commander, landed iel Coleman, 201 barrels (from rom Brazil); sloop Mary, Barby brig Liberty, Henry Fol-; schooner Raven, Seth Mayo 200 barrels; all 1776.

David Nye, of Wareham, and Ebenezer White, of Rochester, schooner Desire; George Smith, master.

Francis Rotch and Leonard Jarvis, of Dartmouth, brigantine Ann;

Simeon Coffin, master. Same parties, brig Royal Charlotte; William Roberts, master.

Lemuel Williams and William Tallman, of Dartmouth, sloop Nep-

tune; Luther Burgess, master. Nathaniel Curtis, of Stoughton, Caleb Davis, late of Boston, now of

Dedham, schooner Betsey; Nathaniel Curtis, master. These bonds are all fled from August, 1775, to early in January, 1776,

none appearing after the latter date.

The Bedford, of Nantucket, sailed in 1776 for Brazil Banks, and arrived March 13, 1777, full.

Table showing returns of whaling.

Note.—Where the tables are incomplete it is because

				1
Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1784.				i
District of Boston, Mass.				
Chance Friendship Fortune Nancy Nancy Peace and Plenty.	Schooner Sloop Brig do Schooner do	70	Cook House Kendrick John Rich Elisha Cobb Peter Well Collins	
Two or three small whaling-vessels arrived in Boston in June, 1784, clean. Sag Harbor, N. Y.				,
A ship and a brig sailed in 1784 for the Atlantic whale-fishery, but made poor voyages, returning the same year or early in 1785.				
New London, Conn.				1
Rising Sun	Sloop		Squires	
Providence, R. I. Industry	Brig		Swain	1
1785.				
Sag Harbor, N. Y.				1
America	Brig			B. Huntting
Port of Boston, Mass.				
Betsy Constance Industry Lucy Nancy Nancy Nancy Peacock Polly Speedwell	Schooner Brig Schooner . do Sloop Brig do Sloop Sloop Sloop	40 90 55 25 45 70 90	Solomon Clark David Foster John Rich Jacob Higgins Cottle	
Wellfleet, Mass.				
Ranger	Schooner do	85 40	Stephen King Daniel Covel	
Hingham, Mass.				
Nancy	do	eo	Elisha Cobb	
Plymouth, Mass.				
Hannah	do	59	Winslow Lewis	
Newburyport, Mass.				
Chance	Brig	70	Barnabas Clark	
Dartmouth, Mass	119		7 1 7	ì
Hero	Sloop		Joshua Delano	
1786.	The state of the s			
Boston, Mass. Betsy	Cohoon	40	S. 1 G. 1	
Constance	Schooner Brig	90	Solomon Cook	

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showing returns of whaling. ables are incomplete it is because

	Managing owner or agent.
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•••	B. Huntting
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ressels sailing from American ports.

	D	ate	Result	of voyage.	
Whaling- ground.	Of sailing.	Of avrival.	Sperm-oil.	Whale-oil. Whalebone.	Remarks.
tlantio	Oct. 16	Oct. 9, 1784 Sept. 18, 1784 Oct. 9, 1784 Oct. 9, 1784	}	Bbls. Lbs.	No report of oil. Do. Do. Do. Do. Do. No further report.
dodo		July —, 17		300	Bought from Middletown, Conn., 178
	Nov. Apr. Apr. Apr. Apr. Apr. Apr. Apr. Apr	7	786 		No report. Do. Do. Do. Do. Do. Do. Do. Do. Do. Do
	Apr. Sept. Oct.	14 30 Apr. 15,	1786		Do. Do. Do.
	Apr.		1786		De.
	Apr				Do.

Table showing returns of whaling-vessels

Name of vessel,	Class.	Tonnage.	Captain.	Managing owner or agent.
1786.				The second secon
Boston, MassContinued.				
Friendship Nanoy Nanoy Penelope	Sloop Schooner Brig	60 90 70 70	Jonathan Snow Richard Richdo do Hezekiah Doane	•••••
Hingham, Mass.				
Nancy	Schooner	60	Elisha Cobb	
Braintree, Mass.				
Fortune	do	38	Jonathan Howes	
Wellfleet, Mass.				
Ranger	do	85	Stephen King	
Sculpion	do	40	Daniel Covell	
Wellfleet	do	40	Baruabas Atwood	***************************************
Plymouth, Mass.				
Hannah	do	50	Shubael Sweat	
			(SHIDAN SWELL	
Bristol.	C1	48	John Collins	
Dispatch	Sloop	48	John Collins	***************************************
There were a few vessels belonging to Hudson, N. Y., engaged in whaling and sealing at this time.				
1787.				
There is no report of vessels from Nantucket or New Bedford for 1784, 1785, 1786, and 1787, though beyond a loubt several sailed each year.				
Dartmouth, Mass.				
Rainbow	Sloop		Joshua Delano	
Boston, Mass.				
Nancy	Brig		Snow	
A Boston schooner from a South Atlantic voyage was wrecked off Cape Hatterns; lost captain, mate, and five men, and considerable oil, (had taken 180 barrels;) was towed into some Rhode Island port by a sloop.				
1788.				
Nantucket, Mass.				
Fox Harmony Industry Sally Spy Gloucester, Mass.		172	Barzillai Folger Seth Folger Gilbert Folger Joseph Chase William Fitch Barzillai Coleman Benjamin Clark	
	Brig		SElkanah Mayo	
	astrig		{ Rich	
Hudson, N. Y.				
Liberty	do	l	Bunker	I

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Managing owner or agent.

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HISTORY OF THE AMERICAN WHALE FISHERY.

1	D	ate.	Resul	t of vo	yage.	
Whaling- ground.	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	Remarks.
West Indies	Apr. 15 June 6 Sept. 2 Apr. 15	· • • • • • • • • • • • • • • • • • • •	Bbls.	Bbls.	Lbe	Must have arrived prior to September 2.
	Mar. 30					
,	. Apr. 13				-	
West Indies						
West Indies	Apr. 15 Sept. 2					
	Apr. 2	0				
	Apr. 2	0				
Atlantic						
Atlantic						
Atlantic		16	-, 1789 -, 17e9			

Table showing returns of whaling-vessels

Name of versel.	Class.	Tunnage.	Captain.	Managing owner or agent.
The sloop Rainbow, Capt. Joshua Delano, made a whaling voyage from Dartmonth, sailing in company with vessels commanded by Elnathan and Nathaniel Delano. On the voyage the following captains were spoken—the oil reported at the date of halling being given in brackets: — Stott from the West Indian Indian Dillingham, George Allen, Amos Kelley, Robert Neader (from the West Indies, 100 barrels, England Dillingham, George Allen, Amos Kelley, Robert Neader (from the West Indies, 100 barrels, Rufarler, 100 barrels, 100 barrels, Rufarler, 100 barrels, 100 barrels, Rufarler, 100 barrels,				
1789.				
Gloucester, Mass. Polly	Ship Brig		J. Coffin Elkanah Mayo	
Lucy Sag Harbor, N. Y.	Brig		D. Squires	Benjamin Huntting
BarahBoston, Mass.	Ship		C. Gardner	
New Bedford, Mass.	Brig		Brock	
Rhode Island. N	do	2.5	Solomon Lewis Caleb Lombard	Sylvanus Husseydo
The sloop Rainbow, of Dartmouth, Joshua Delane commander, sailed from that port June 3, 17-9, arriving August 7, of the same year. On her voyage she spoke Benjamin Hillman [70], Obed Cushman [1] whale], Josse Luce, Tristram Coffin, Cornelius Butler [60], Thomas Bates, John Carver, Obed Nye, Rustlasses, John Carver, Obed Nye, Rustlasses, John Carver, Obed Nye, Rathaway, Samuel Shockley, Thomas Cook, Thomas Snow, (in a brig, 200], Nathaniel Delane, Shubael Swain, Amos Kelley, Samuel Crosby, and Salvanus Luce.	DIE	•		

sail

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Managing owner or agent.

Benjamin Huntting....

Sylvanus Husseydo

HISTORY OF THE AMERICAN WHALE FISHERY.

	general control of the second	Bbls. Bbls. Lbs.	Bbls. Bbls. Lbs.
Bbls. Lbo.	Bbls. Lbc.	Good Hope	Good Hope
		July -, 1790 800 800 Woolwich Bay	July -, 1790 800 800 Woolwich Bay
		razil July —, 1790 800 Voolwich Bay — —, 1790 900 Sept. 21, 1789 40 54 Sept. 21, 1789 61 00 Rachalle the brig Liberty.	razil July —, 1790 800 Voolwich Bay — —, 1790 900 Sept. 21, 1789 40 54 Sept. 21, 1789 61 00 Rachalle the brig Liberty.
		July -, 1790 800 Sept. 21, 1789 40 54 Sept. 21, 1789 61 90 Sept. 21, 1789 61 90	July -, 1790 800 Sept. 21, 1789 40 54 Sept. 21, 1789 61 90 Sept. 21, 1789 61 90
		July -, 1790 800 800 Woolwich Bay	July -, 1790 800 800 Woolwich Bay
		Atlantic Sept. 21, 1789 40 54 Sept. 21, 1789 61 00	Atlantic Sept. 21, 1789 40 54 Sept. 21, 1789 61 00
Brazil July —, 1790 800 Woolwich Bay — —, 1790 900	Woolwich Bay 900		

Table showing returns of whaling-vessels

Name of wessel.	Class.	Tonnago.	Captain.	Managing owner or agent.
1789.				
Nantucket, Mass.				
nia	Ship		Elijah Coffin	
Africa	Brig		David Giles	
rirannia	do			
olumbia	Ship		Obed Barnard	
0x	131 1g		Barzillai Folger	
avourite	Ship		Benjamin Whinny	
ndustry	Ship	173	Glibert Folger	
.00	IST IN	917	William Cliaby	
linerva	Stup	800	S. Coffin	
fary Ann	Brig		T. Folger David Barnard	
iantuckot	Ship		B. Folger	
anger	do		B. Folger William Swain	
lebecca	do	. ,	DOLU LOIKEL	
rial	Brig		George Chase Obed Eldridge	***************************************
Varren	Ship		Robert Meader	
	do		Baxter	
Cape Cod, Mass.				
	Schooner		John Collins	
odfish	do		Paul Cook	
atty	do		Benjamin Hopkins	
	Shin		Cobb	
	. do		Pardon Cook	
	do			
	do		Alcott	
	do		Solomon Cook	
1790.				
Nantucket, Mass.*				
The sloop Industry, Capt. Joshua Delano, sailed from New Bedford May 28, 170, returned July 9, and sailed a second time July 30. She spoke Cornelius Marchard, Johns Bauning (Warebam), Thomas Cook [50], Joseph Kersey [130], John Carver, and Henry Fish [24].				·
1791.				
Nantucket, Mass.	Chin		Bostlett Coffin	
illance	Ship		Bartlett Coffin	
leaver	do		Paul Worth	
olana avourite loctor elecca Vashington	do do do		Timothy Long	
• • • • • • • • • • • • • • • • • • •			Gongo master	***************************************
Varren	do		Robert Meader	
New Bedford, Mass.				
debecca	Ship	175	Joseph Kersey	
	p	1	o mangin and today	
Boston district, Mass.				
harlotte	Schooner Ship	46	John Collins Zaccheus Higgins	John Collins Enoch Rust

"No report of arrivals or

ND FISHERIES.

oing returns of whaling-vessels

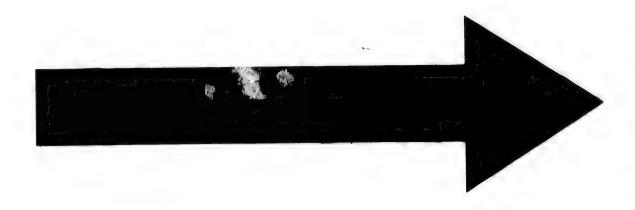
	Managing owner or
	agent.
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	John Collins Enoch Rust

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" No report of arrivals or



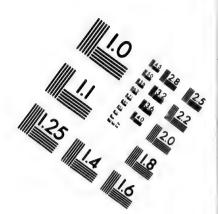
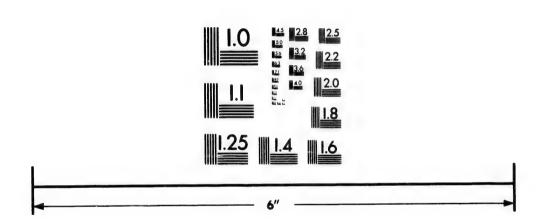


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	Dat	e- Re	sult of	voyage.		
Whaling- ground.	Of sailing.	Of arrival.	Sperm-out.	Whalebone.		Remarks.
Woolwich Bay Moolwich Bay do do do do Brazil Straits Belleis Africa Straits Belleis do do do do do do do do do	Aug. 27 J Sept. 11 Sept. 11 Sept. 14 Sept. 14 Sept. 14 Sept. 14 Sept. 14 Aug. 27 Aug. 27 Sept. 1 Sept. 20 Sept. 3 Oct. —		1,		300	About. About. Do. Do.
Dalago Bay . Pacific Ocea Brazildo Pacific Ocea	Aug.	4000	1, 100	200 500 240		Captain Coffin died; the ship made a poor voyage. Built 1791; the first American whaler in the Pacific. She was ordered ent of Lina without supplies, and ordered off the coast by the Spaniards. Hector built 1791. The Washington was the first vessel to the Washington was the risk vessel to the coast of
do		Apr. 8, 1795		400		The Washington was the American diag in a Spanish Pacific port. Built 1791. The first New Bulford whaler in the Pacific
	an	Feb. 21, 179	3 750	1:0		The first New Dational wheels in

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1791.				
Boston district, Mass Continued.	Schooner		Matthias Rich	Matthias Rich
	do	161	John Rich	
Gloucester, Mass.	Brig		Mayo	
1792.				
Nantucket, Mass. Amazon Fox Hero Hero Harmony Harlequin Industry Juno Leo Minerva Maria Mary Ann Ranger Sally Sea Fox Venus	Brig Ship do do do do Brig Ship do do Brig Ship Brig Ship Brig Ship	17:	Obed Eldridge James Chase. Benjamin Whippey Gilbert Folger George Clark William Clisby Seth Coffin Hillman Tristram Folger William Swain	
New Bedford district, Mass. Betsey Columbia	Sloop		Joseph Bennett	
ElizaLively	Schoon	er .	to 1 A Cithina	
Polly	Brig		Cottle	
Polly and Betsey Tryall Union	Schoon Sloop . Brig		. Gibbs	
Boston, Mass.	ar.i-		Lee	
New York, N. Y. Josephus and tender				
Nantucket, Mass.			David Giles	
Amazon Beaver Britannia Columbia Farourite Favorite Hector Hero Industry Lydia Leo Meria Minerva Manilla Mary Ann Polly	Shipdo		Joseph Wyer Alpheus Coffin Obed Barnard David Folger Thomas Brook 313 Obed Aldridge 172 William Fosdick 184 Cash 185 Cash Peter Myrick Andrew Barnard Tristram Folger This ham Starbuck Güber Folger Starbuck Güber Folger	
Ranger	do		Seth Folger Isaiah Clark	

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ing returns	of	whaling-vessel
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	Managing owner or agent.
	Matthias Rich
	Matthas Rich
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HISTORY OF THE AMERICAN WHALE FISHERY.

		ate-	Rosult	of voyage.	
Whaling- ground.	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Remerks.
Atlantie dodo	Nov. 10	Sept. 8, 1791			0
Brazil Woolwich do do do Brazil Africa Brazil do Woolwich Woolwich Woolwich Wall Atlantie Brazil do Wall Woolwich Wall Atlantie Brazil Atlantie do	Nov. – Store Bec. – Bec. – Bec.	July 23, 1798 Nov. 1, 1748 Oct. 16, 1739 Oct. 16, 1739 Oct. 16, 1739 Nov. 1, 1739 Nov, 1739 July 23, 1749 July 26, 1749 Aug, 179 Oct. 16, 173 Oct. 16, 173 Oct. 16, 173 Dec, 173 July 26, 175 Dec, 175 Dec, 175	3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3	650 1, 300 800 800 900 900 550 1, 200 1, 10 1, 10 1, 10 500 500	Built 1792.
Falkland and Pacific. Pacific Ocean	June				Whaling and sealing.
Brazil Woolwich Brazil Coast Peru. Brazil do do Atlantic Brazil Bahamas Cape Good H Brazil	Aug. Aug. Sept. July Dec. Aug. Dec. Aug. Oct. Sept. Aug. Aug. Aug. Aug. Aug. Aug. Aug. Aug	5 May 16, 1' 5 Sopt. 16, 1' 5 Sopt. 16, 1' 16 Sune 22, 1' 16 Sune 22, 1' 17 Sune 21, 1' 18 Sune 21, 1' 19 July 6, 1' 14 June 21, 1' 19 July 14, 1' 19 Suny 21, 1' 19 Suny	794 791 794 795 794 795 794 794 794 793 794 793 794 793	100 900 ean	Whaling and scaling.

Table showing returns of whaling-resul.

	1			
Name of vessel	Class.	Tonnage.	Captain.	Managing owner or agent.
1793.				
Nantucket, Mass.				
iwan Inion	Ship		Grafton Gardner	***************************************
Washington Warren	do		Solomon Smith Matthew Starbuck	
New Bedford district, Mass.			T (1)	
Atlantio	Brigdo do Schooner Sloop		L. Stott Isaiah Burgess P. Fish Butler Oliver Adams	
Mary Nancy Russell	Brigdo	175	B. Pease S. Cunningham F. Butler Joseph Kersey	
Swan	Schooner		Eldredge	
I rovidence, $R.I.$			Bradley	
Ranger	Snow		Drawiey	
Gloucester, Mass.	Ship		Jona. Coffin	
1794.				
Nantucket, Mass. Boston Packet	dododododododododododododododo	200	Swain A. Gardner Joy Thomas Brock Grafton Gardner Fosdick William Myrick	
		1		
New Bedford district, Mass. Atlantic. Beaver Eliza Hero Industry Keziah Rebecca Swan Sally	dododododododo	6 17	I. Burgess. B. Coleman. B. Summerton. William Taber. Oliver Adams. Gardner. N. Mayhew	John Alden
Wareham, Mass.				
Nabby	Schoon	ег	Thomas Gibbs	
Sag Harbor, N. Y.		i		
Lucy'	Brig		Rogers	
Gloucester, Mass.	Ship		E. Mayo	
Boston district, Mass.	School	ner :	Joseph Hatch	Enoch Rust
HopeNaney	do .		55 Stephon King 61 John Collins	Joseph Russell

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	Managing owner or agent.
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	Brack Buck
h g	. Enoch Rust

	D	ate-	Result	of vo	yago.	
Whaling-ground.		Sperm-oil.	Whale-oil.	Whalebone.	Remarks.	
Brazil	Aug.J8 July 10 Sept. 15	July 14, 1794 June —, 1794 May 16, 1795	Bbla.	Bbls. 400 1, 2s0		The Union did not anchor once on the voyage, and the only land she sighted was Cape Augustine on the way home. About.
Atlantic Delago Bay Atlantic Cape Good Hope Brazil	Jan. 11 Jan. — Jan. —	Nov. 3, 1793 Oct. 11, 1794 Nov. 8, 1793 Apr. 26, 1794		500		Lost a man overboard and returned clean.
Brazil						. Had 350 barrels at last report Had 500 barrels at last report.
Woolwich Delago Bay Woolwich do Pacific Ocean Delago Bay Pacific Ocean Woolwich Brazil Woolwich		Oct. 3, 179	96 1, 1	Fu Fu Fu 00 4 Fu	11	
Atlantic do do Woolwich Atlantic do West Indies Brazil Atlantic CapeGood Ho	Jan. June Jan. July	Oct. 30, 17 Aug. 19, 17 Oct. 14, 17 25 Aug 22, 17 Sept. 17, 1	794 794 794	40	900	Was built on wreck of brig Fame, burned at Fairhaven 1792.
Atlantic						Last reported with 16 barrels Last reported with 750 barrels.
Brazil Weolwich .				1	, 400	Put into the West Indies in November of December, 1795, in distress. Probably arrived home early in 1796.
Atlantiedodo						Surrendered her license 1795. Find nother report. Find no other report. Do.

Table showing returns of whaling-vennels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner cr agent.
1794.				
Boston district, Mass.				
Polly	Schooner	69	Pardon C. Cook	Solomon Cook
Paulina	do	74	Richard Atwood	Naaman Holbrook
East Haddam, Conn.				
Commerce	Ship			
1795.				
Nantucket, Mass.				
Alliance	Ship		V. Pease	
		1	Paul Worth	
Cæsar	do		S, Shith	
HarlequinUnion.	do		W. Easton	
New Bedford district, Mass.				
Ann	Ship		Coleman	
Berkeley	1 (10)		Handy Tuckerman	
Delaware	do		Tuckerman	John Alden
Industry	Sloop			
Janus Lydia	Ship		Obed Fitch	
Rebecca	Ship do		Dancillai Huggay	
Providence, R. I.				
Ranger	Snow		Edward Cole	
Hudson, N. Y.				No.
American Hero	. Ship	•	Solomon Bunker	
1796.				
Nantucket, Mass.				
Alliance	. Ship		L. Coffin	
Brothers			Long.	
Cato		- -	V. Swain	
	. do		. David Giles	
Hero	do	2	13 —— Aldridge 17 William Cash	
Tion	do		A. Barnard	
Mars	do		S. Long	
Rebecca	do .		Uriah Bunker	
Providence, R. I.				
Ranger	Snow		Edward Cole	
Ranger		- 1		

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miling from American ports-Continued.

HISTORY OF THE AMERICAN WHALE FISHERY.

According to the contract of t			Ð	ate-	Result	t of vo	yage.	
	Managing owner cr agent.	Whaling- ground.	Of sailing.	Of arrival.	Sperm-oil.	W hale-oil.	Whalebone.	Romarks.
	Solomon Cook	Atlantic			Bbln.	Bbls.	Lbs.	Find no other report. Surrendered en rolment 1795.
nd	Naaman Holbrook	do						Find no other report. Belonged in Barn stable.
	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	.,	Feb. 6					Cleared from New London.
	***************************************	Woolwich		Dec. 15, 1796		1, 100 1, 100		Returned dismasted in October. Arrive early in 1797.
	***************************************	Pacific Ocean Cape G'd Hope	Aug.	Jan, 1797				Last reported with 1,200 aperm. Put into Charleston, S. C., with loss of mainmast, cross-trees, quarter-rails and boards, and boat's stove. Took 36 whales saved 25.
		Pacific Ocean		May - 1797		1, 100		Last reported with 700 sperm.
		Woolwich		May —, 1797 ————, 1796		900	7, 000	At Charleston, S. C., in distress in October 1796.
n		Picific Ocean Woolwich	Aug. 23	June 21, 1797		1, 400		Built at North River, 1795.
шш	John Alden	Atlantic		June 21, 1797 Aug. 20, 1795 Oct. 17, 1795	1.5 101	Clear		Lost both boats first voyage.
		Woolwich		-, 1796		. 1, 250		Last reported with 1,250 whale. Last reported January 29, 1797, at Antigue in distress.
er		Woolwich Brazil	July 28 July 7 July 31					
		Woolwich				. 47	0	
ker		Pacific Ocean .						
		Woolwich Bay Brazii		Dec. 15, 1796			H	
		do			7]	1, 10	0	Last reported with 1,000 whalo.

ge		Woolwich Bay	Feb.	1				Captain Cash was killed by the first wha
h		Woolwich Bay						struck. Last reported with 700 whale.
				July -, 179	7			Last reported with 850 whale.
r		Brazil						annua a China annua a china annua
)		St. Helena		Dec, 179	6	. 4	70	
		Peligo Bay 13						

Table showing returns of whaling-vessels

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Name of vessel.	Clum.	Tonnage.	Captaiu.	Managing owner or agent.
1796.				
Boston, Mass.	Schooner Ship		Pardon C. Cook George Pollard	Enoch Rust
1797.				
Nantucket, Mass. Alliance	Ship do			
Jesar Jiana	dodododododododododododododododo	22	Swain — Clasby Obed Paddock Obed Aldridge* Alphens Goffin David Giles Benjamin Worth D. Folger Il Andrew Myrick	
New Bedford district, Mass. Berlay Berlay Berlay Berlay Berlay Berlay Berlay Berlay Lydis Marin Nancy Polly Fresident Karana Warrin Wareham New York, N. Y. Maryland	Schoon Brig Ship Sloop Sliop Ship do Sloop Brig Ship Schoo Ship do	er .	Jonathan Barney N. Mayhow W. Clark W. Easton Obed Fitch — Paddock G. Whippey — Pinkham — Tobey — Clark	John Alden John Alden Samnel Proctor John Alden
Hudson, N. Y. American Hero	Scho	oner		- Rnoch Rust do
Nantucket, Mass.				
Favourite	do		Edward Coffin	

^{*}So many Nantucket captains commanded French and English whalers that one may occasionally of from the marine lists of the papers of the time.

AND FISHERIES.

wing returns of whating-vessels

sailing from American ports-Continued.

HISTORY OF THE AMERICAN WHALE FISHERY.

Result of voyage.

le .	Managing owner or agent.	Whaling- ground.	Of sailing.	Of arrival.	Spermoil	Whale-oil.	Whalehone.	Remarks.
k	Enoch Rust	Atlantic Brazil	May 30	Dec. 9, 1797		Bbla.	Lina.	No report. Last reported with 1,100 whale.
rdner		Pacific Ocean Woolwich Pacific Ocean	July 5	Oct. 18, 1799 Dec. 30, 1798 Sept. 26, 1799 Oct. —, 1799	1,000	1, 200 900		Nearly full. Captain Gardner, mate, and boats' crew barbarously treated by the Spaniards at Saint Mary's, January, 1799. Nearly full.
oin y ck ge iin forth rick		do do do do do do do do Peru Pacific Ocean do		Mar. 8, 1799 Mar. 4, 1799 Mar. 18, 1799 Dec. 29, 1799 Nov. —, 1799 Dec. 25, 1799 Feb. 5, 1890 —, 1799	Full.	Full. Full.		Nearly full.
buck	John Alden	do	Aug. 95	Nov. —, 1799 June 26, 1799 Sept. 26, 1799 Oct. 14, 1797	700	500 200 Clean		A)so 91,000 seal-akina.
lock y tham	John Alden	Pecific Ocean Atlantic Pacific Oceando Atlantic Africa Pacific Ocean Grand Banks South Atlantic Pacific Ocean	Jan. — July — July 8	Apr. 19, 1799 5 uly —, 1797 Feb. —, 1799 Mar. 15, 1798 Mar. 1, 1797 Apr. 1, 1799 —, 1797 Deo. —, 1797	1, 200	400 50 850		From Dartmonth; out 15 days. Built 1797.
omb		Pacific Ocean .	. Aug. 25		800			Fitted from New Bedford. Captain Lis- comb, mate, and boats' crew captured and abused by Spaniards at Saint Mary's but released. The vessel was captured homeward bound by a French privateer- but released, after losing 2,000 seal-skins Brought home 20,000 skins.
itta		Pacific Ocean .			1, 100	100		
itch Higgins		**************						No report. Do.
llen Jotlin Myrick	s that one may occasionally be	Pacitic Ocean		Aug. 20, 1800 Dec. 9, 1800 Dec. 14, 1800 Feb. 5, 1800	1,000	Fuii.		of the work is made up prior to about 1833

Table showing returns of whaling-reach

and the second s					
Name of yease).	Class.	Tounsze.		Captain.	Managing owner or agent.
1798.					
New Bedford district, Mass.				n. Adoele	
26-1-	Ship , do		110-	njamin Paddock — Swain	200000000000000000000000000000000000000
Rebecca	do	177	5 A1	ndrew Gardner	
Wareham	do		-	Clark	
1799.					
Nantucket, Mass.	Ship	17	70		.,
Phobo Prudence Ranger New Bedford district, Mass	Ship		S	onathan Paddack Villiam Joy 3riffin Barney Jonathan Perry	
Edward	do		-	Tuckerman .	
Nantucket, Mass.					
Alliance Hetsey Bluebell Cato Fame Hope Julianna Lydia Mary Aun Ruby Ranger	do	net	160	Clasby Long. John Brown Thomas Barnard David Giles William Clark William Clark William Cliaby. Simeon Long David Harris Tristram Foger Swain	
Tryal				Comn	
New Bedford district, Mass. Ann Dolphin Edward Maria	Ship do do			Coleman Bennett Jonathan Perry Paddack William Taber	
Swau		p	1	Swift	}
Union				Gwinn	
Norwich, Conn.		1			
Miantonomah	Ship			Swain	,

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sailing from American ports-Continued.

HISTORY OF THE AMERICAN WHALE FISHERY.

					and the second of the second o							
			b	ate-	Result	of vo.	,A					
	Manuging owner or agent.	Whaling- ground.	Series 10	Of arrival.	Spermoil.	Whale-oil.	Whalebone.	Remarks.				
dock		Pacific Ocean . Desolution	Dec. 95 Feb. 13	Mar. 15, 1800	Bbls. Full.	Bbls.	Lba	Fourth voyage of the Maria in five years. The first American whaler at Desolution only one English vessel there before her- was captured, homeward bound, by the French privateer Reliance, and rear tured by United States brig Eagle; value				
per		Paelific Ocean .						of cargo, \$50,0-0. The Rebecca was captured by a French privateer 1799; retaken by an English vessel and sent into Nova Scotia; half of the value of vessel and cargo claimed as suivage.				
				, 1800				um bilavidgo.				
ddack		Brizil Pacific Oceandodo Brazil. Patigonin. Pacific Oceandodo	Apr. —		Full	Full. Full. Full.		Capt. — was killed by a whale. Crow badly troubled with scurvy. Do. Full; 60 barrels sperm. On a whaling and scaling voyage; no report				
rdner		Woolwich do do do Woolwich Brazil South Seas Brazil	Sept.	Aug. 18, 180 Aug. 16, 180 Nov. —, 180 June 28, 180 June 28, 180	1	Full Full	00	Took one whate. Took two whate. Took one whate.				
abyg		Bahamas Brazil do Woolwich Pacific Ocean Pacific Ocean		May 27, 180 June 28, 180 June 28, 180 Nov. 16, 180 Oct. 27, 1e6 July —, 180	01	Ful Ful Ful	1	Ruby last reported with 900 sperm.				
man Perry dack aber		Pacific Ocean Pacific Oceando South Coast. South Coast.	Aug.	Aug. —, 184 Dro. 4, 18	01 02 02 03 Fu 00 00 00 00 Cle	65 }		Made a poor voyage.				
man		Pacific Ocean		5				Seized by the Spanish and condemned				

Table showing returns of whaling-vessels

Name of vessel.	Class.	Топзаде,		Captain.	Managing owner of
1801.					
Nantucket, Mass. Strothers Jiana Same Industry John Jay Lee Ledin Mars Jesown Jesown	Ship do .	256 175 217 217 160	Obe	— Barnardd Fisch d Fisch lliam Clark — Allen — Starbuck	
Small vessels brought from 500 to 600 barrels of humpback oil into Nau- tucket in 1801.	-				:
New Bedford district, Mass. Abby Barclay	Brig Ship		=	Randall	
Diana Dolphin Exchange Herald Hunter Hannah and Eliza Lydia Oxford	do do do	er		West	
Swan	. Schoon	ег	-	Paddock	
Boston, Mass. Jenney	Schoon	ет	-	Leatherbee.	
			1		
Nantucket, Mass. Alliance	do	1	45 1 87 1	William Easton David Harris Coffin	
Belvidere Commerce Cato Cato Criterion Hope Huzard Harriet Hudson Industry John Jay Lady Adams	Shipdo		229	Solomon Folger, jt Joy Obed Joy Philip Fosdick Uriah Bunker George Russell, jt Wilnam Clark Fitch	
Mary Aun	do do		201	Jones	
Ranger Sukey Uul-a	do			Coffin	

*Vessels sailing for the Facilic rarely filled in that ocean, preferring to round Cape Horn on the whalers brought some right-whale oil, and, per contra, some right-whalers picked up a sperm-whale, returns.

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South Woolw Brazil...do Pacific Woolw

Brazil

Brazil Wooly Pacific Atlan

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Braz Paci Braz Paci

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AND FISHERIES.

owing returns of whaling-ressel-

Managing owner or all lock..... therbee..... Barnard ...
Folger, jr ...
salick ...
nker ...
ussell, jr ...
jlark ... Folger nes hase sitting of the second of the

n, preferring to round Cape Horn on the right-whalers picked up a sperm-whale,

HISTORY OF THE AMERICAN WHALE FISHERY.

1.	Da		Result of voyage.			
Whaling-ground.	Of arrival.	Sperm-oil.	Whale-oil.	Whab bone.	Remarks.	
Woolwich	Aug.	Aug. 12, 1802 Nov. 5, 1802 Aug. 12, 1802 July 17, 1802 Feb. — 1803 Nov. 5, 1802 Aug. 12, 1802 July 17, 1802	1, 000	500	Lbs.	Full; probably about 1,500 whale. Full; probably about 1,800 whale.
Delago. Cape G'd Hope Brazil Woelwich Pactic Ocean Atlantic	Aug. 7 Oct. 3 May — Oct. — Nov. — Mar. —	Nov. 14, 1802 ———————————————————————————————————	100			Returned in November in consequence of some accident. Sailed in August for Atlantic; no further report.
Atlantic	Dec. 10	Oct. —, 1801 July —, 1502	110	}		
Brazil		June 31, 1803 Mar. 30, 1805 Jan. 2, 1804 Aug. 12, 1802	1, 800	Nore- port.		"Most full." Had, also, some whale-oil. ⁴ Sailed again October 19, 1802.
Pacific Ocean . Brazil South Atlantic Atlantic Woodwich	Aug. 20 Dec. —	Nov. 12, 1804		1,000		Nearly full. Last reported with 40 sperm.
Pacific Ocean Brazil	July —	Nov. 9, 1803		900 900		Last reported with 32,000 skins, bound for China. Whaling and scaling; reported with 23,00
Pacific Ocean . Brazil	July —	Apr. —, 1803 Sept. 13, 1803				skins. Full.

Table showing returns of whaling-ressels

Assembly and the second section of the section of the second section of the				
Name of vessel.	Class.	Tonnage.	Captain.	Managing owner agent.
1802.				
New Bedford district, Muss.				
Abby Dana Dolphin Hannah and Eliza Hunter	Brig Ship . do . do		Solomon Coffin	William Rotch
Herald	Schooner Ship Sloop Brig Ship do			
	40		20003	
New London, Conn. Dispatch	Ship			
Sag Harbor, N. Y. Abigail	Ship			
Minerva	do		—— Fowler	
1503.				
Nantucket, Mass. Alligator Aurora Alliance Betsey Dove Eliza Henry Hope Harlequin Leo Lydia Margaret Neutrality Perseverance Renown Ruby Rebecca Swallow	Ship Brig Ship Schooner Sloop . Brig Ship do do do Brig Ship . do do do Go	217 160	Coffin Annaziah Garduer Gardner Paddnok Peter Myrick Obed Joy Starbuek Uriah Bunker Rav Reuben Starbuek Coffin Alpheus Coffin Tristran Baroard George Chase Bunker	
Three Nantucket whaling-schooners (one commanded by David Folger) are reported to have been seized by the French armed schooner Telegraphe, of Aux Cayes, carried into Jacmel, and condemned; the crew were imprisoned in the fort, and six of them are said to have died. The ship Favorite, Captain Cottin, sailed in 1802 or 1803, arrived May 6, 1804. New Bedford district, Mass.				
Abby Aun Brielay Commerce Dolphin Diana Exchange	. do Brig Ship		- Gwinn	J. Allen
Herald	do		Hathaway	
Hero	Bark		Barzillai Hussey	

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	Managing owner: agent.
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	Toronh (Todon
1	Joseph Tripp
man	J. Allen

HISTORY OF THE AMERICAN WHALE FISHERY.

	D	Date-		of voy:	ago.			
Whaling- ground.	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whale bone.	Remarks.		
Brazil	Nov. —	June —, 1-03 Oct. 13, 1-03 Feb. 16, 1-94 Aug. 11, 1-93 June 25, 1894 May 2, 1893 Oct. 22, 1890 Feb. 2, 1-90 Dec. 11, 1893 Sept. —, 1894	Clean		Lbs.	Last reported with 100 sperm. Probable yield. No report. Had, at last accounts, 900 whale. No report. Last reported with 100 sperm. Last reported with 950 sperm. Last reported with 200 sperm, 1,200 whale. Withdrawn on her return. Last reported with 900 whale. Do.		
Delago. Cape G d Hop Paragonia Patagonia Pacific Ocean Brazil Pacific Ocean Brazil Pacific Ocean Brazil Pacific Ocean Brazil Patagonia Brazil Brazil Brazil	96.	Mar. —, 1804 Apr. 14, 1804 June —, 1800 Oet. 31, 1805 July 20, 180 Aug. 3, 180 Kov. 23, 180 Nov. 24, 180 Nov. 25, 180 Nov. 25, 180 Nov. 25, 180 Nov. 26, 180 Nov. 27, 180 Sept. —, 180	1 1,000 1 4 1 1,100 1	800		Mostly elophant oil. Reported at Barbadoes, February 17, 1804 with 400 sperm.		
Atlantic Delago Brazil	Nov. 1 May Dec.	13 Nov. 23, 18 Dec. 9, 18 Feb. 16, 18 Apr. 27, 18 Sept. 21, 18	04 03 04 04 04	Glean		Captain Wver died on the voyage. Preport of öil. Owned in Fairhaven. Last reported wi		

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage	Captain.	Managing owner or agent.	
1803.					
ew Bedford district, MassCent'd.					
annah and Eliza	Ship		Butler		
unter	do		Obed Pinkham}		
ncy			Cheeley		
xford	Sloop			John Alden	
wan	Schooner		{ —— Smith }	John Alden	
over	Ship		Ray		
aralıriton	do				
The ship Edward sailed 1801 or 802; arrived December 23, 1803.					
Hudson, N. Y.			-		
uno	Ship				
Thomas	do		Swain		
Volunteer	Brig		Jenkins		
Sag Harbor, N. Y.					
Abigail Minerva					
1804.					
Nantucket, Mass.	1				
Alliance	Ship		Amaziah Gardner David Swain		
Alligator	do	340	Hussey		
Roston	do	18	William Perkins Richard G. Swain		
Belvidere	do		Eldridge		
	Ship	22	Joy	,	
Criterion Dove	. Sloop .		White		
Feggy	Ship Brig	23	Chase		
Eliza Eagle	Brig		David Folger		
True Par					
Fame	Schoon	er		1	
	Ship		Obed Wyer David Worth		
Fame	do		David Worth		
17	l do		Peter Myrick		
	da	17	72 George Russen, Jr		
John Jay Lima	do		sel Solomon Swain		
Lima Lydia	do		. Paul Ray		
Lydia	ldo				
	ldo		George Barritt		
More Ann	uo .		Tristram Folger		
		ner			
Cally	Sloop Ship		Simeon Starbuck		
Sterling	Ship .	***	- Folger		
Union					
New Bedford, Mass.			700 3		
Abby	Brig .		Taber		
Dotum!	School	ner	Bayter		
('harles	Ship .		Baxter		
Drucilla	! Sloop		Smith	***	
Exchange	Shipdo		Gardner		
mannan and Euza					
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Managing owner or agent. John Alden.... ••••• ger r noud...

HISTORY OF THE AMERICAN WHALE FISHERY.

	Da	ite-	Result	of voy	age.	
Whaling- ground. thuilte 10		Sperm-oil.	Whale-oil.	Whalebone.	Remarks.	
Atlantie { South Coast Atlantie { Cape G'd Hope Delago do	Aug. 12 July —	May 4, 1804 June 25, 1804 July 1, 1803 May 6, 1804 Mar, 25, 1803 Sept, 1803 Sept. 6, 1803 June 7, 1804 June 7, 1804				
Pacific Ocean . South Seas Pacific Ocean . Patagonia			4	900		Last reported with 300 whale and some scal-skins.
Patagonia Cape G'd Hope New Holland Cape G'd Hope Pacific Ocean do	Aug. 24	Apr, 180 Feb. 4, 180 Nov, 180 Feb. 15, 180	6	Fall		Elephant-oil. Elephant-oil. Captain Eldridge died of the voyage, 1801.
Atlantio Cape G'd Hop Patagonia Cape de Verdo	June 1	Jan. 23, 186 Apr. —, 18		. Full		Brought also the crew and cargo (7 sperm) of schooner Fame, lost on Isl Of Sol. Lost on Isle of Sol, 1804; crew and carg
Pacific Ocean South Seas Pacific Ocean Cape G'd Hoj Pacific Ocean Brazil	June	Feb. 15, 18	06 06 05 4 06 1, 4	50 Ful	i.	saved. Full, 450 barrels of which were sperm. Lima, built 1804.
Pacific Ocean Patagonia South Seas Patagonia Cape de Verd Pacific Ocean South Seas	July -	Feb. —, 18	806	Ful 1, 2	1	Last reported with two whales, May 8.
Atlantic Atlantic Cape G'd He	Oct.	Sept, 1	804	120		No report. Returned May 19, the English manwar Leander having taken out of I twelve English sailors; sailed aga 1804.

Table showing returns of whaling-vessels

1		-1		
Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1804.				1
				•
New Bedford district, Mass.	Brig		Brock	
Lucy	Ship do do		Brightman Coffin Barnard Sanford	
Rhoda	Schooner Ship	1	Saniord	
Sally Sarah Swan Triton Walker Winslow	Snip do Schooner Brig do Brig		Casoy	John Alden
	201g		~Jetuato attodul	
Sag Harbor, N. Y. Alknomae	Ship		John Hildreth	Benjamin Huntting
A sloop commanded by — Wick- ham (?) was spoken July 5, 1804, six months out, with 60 barrels. Port not ascertained.				
1805.				
Nantucket, Mass.				
Nantucket, Mass.	Ship		Jesse Bunker	
Cato. Chili Eliza Edward Fame 2 Hupe. Hudson Lydia Mary. Rebecca. Sukey	do do do do do	16	Chase Isaiah Ray Richard Folger Obed Joy Uriah Bunker Paul Ray Barney George Chase	
New Bedford district, Mass.				
Herald	Ship		Coffin	
	do do		. Inathaway	
Russell				
Sag Harbor, N. Y.	Shie			
Minerva	Ship			
New London, Conn.	QLI	1	10	
Dauphin	Ship	. 2	40	
1806.				
Nantucket, Mass.				
Alliance. Essex Fame Hope. Hops John Jay Mare Neutrality	do do	2	William Clark	
Ranger Rebecca Ruby Sukey Union	dodo	9	221 — Barnard Gardner	

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	Managing owner or agent.
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	John Alden
	Benjamin Huntting
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	Dat	.0	Resu	lt of v	royage.	
Whaling-ground.	Sperm-oil.	Whale-oil.	Whalebone	Remarks.		
belage arcific Ocean outh Seas. Yest Indies { Pacific Ocean South Seas. Atlantic Patagonia Brazil Patagonia Brazil Patagonia Brazil Patagonia Brazil Patagonia Brazil Patagonia Brazil Patagonia Brazil	May 5 June 1 Feb. 4 June 7 June 7	May 20, 18 Ang. 25, 1 Apr. 14, Mar Aug Aug	806 807 807 190 190 190 190 190 190 190	- 1, F		 A missing ship; last seen near the li homeward bound, with a cargo of cil.
South Seas. Brazil	Jan. 8	Aug. —,	1806		1, 200	Bailt 1804.
East Cape Delago Brazil Pacific Ocea do	in.	Apr. 21 Jan. 9 Aug. 31 Aug. 8 Jan. 9	1808	Full. 1, 400	1,300	Last reported with 1.000 whale. Last reported with 800 whale. Lost on coast of Brazil, February, oil (1.000 sperm) saved.
Pacific Oce		June 2 Sept. 1 Dec.	1.1808	1, 000		 Last reported with 1,000 whale.

Table showing returns of whaling-vennels

Name of vessel.	Class.	Lonnage.	Captain.	Managing owner or agent.	
1806.					
New Bedford district, Mass.			M 1		
Tero Teferson Maria Phebe Ann	dododododo		Tobey. Tobey. Brock Coffin Russell Clasby Clark Coleman		
New London, Conn.					
Leonidas	Ship do	940 282	Barns		
1807.					
Nantucket, Mass.	Brig		Worth		
Alert. Boston Criterion Chili Gardner. Hopo	Shipdododododo	256 187 329 29.	Perkins Clusby Starbuck Bunker Briggs		
Lydia	do do do	217 160			
Union	Brig Ship	281	—— Gardner —— Hussey Edmund Gardner		
Greenwich, R. I.	av.		Sayre		
Dauphin	Ship		Sayro		
New Bedford district, Mass.	61.1-		Gwinn		
AnnBarclay	Ship do		Gideon Randall		
Charles Diana Swau	Schooner		Paddack West		
New London, Conn.		010	Sayre		
Delphin Leonidas	Sbip	240 281	Barns		
Lydia	do		Douglass		
Sag Harbor, N. Y.					
AlknomacBrazil	Ship		Jones Fowler		
1808.					
Nantucket, Mass.			Diskham		
Alliance	. do		— Joy		
Belvidere	do		Worth		

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HISTORY OF THE AMERICAN WHALE FISHERY. sailing from American ports—Continued.

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	Managing owner or agent.
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Di		Result of voyage.			
Whaling- ground.	Of arrival.	Sperm-o.l.	Whale-oil.	Whalehune.	Remarks.
	ì		1		
	Mar. 11, 1808 Dac. 5, 1807 Nov. 27, 1808 June 22, 1808 Jan. 13, 1808 Oct. 17, 1807	1, 200	1, 500		Of Westport. Jefferson carried her oil to Milford Haven.
					Bailt 1806.
Dec. 12 Aug. 27			Full.		Boarded and badly damaged by a water- sport, 160s.
Aug. 27	May 17, 1809	Full.			
Sept. 19	May 5, 1809 Mar. 12, 1808	1,700	0		Brought oil and seal-skins. Struck on a whale and sunk October 1. The crew landed at Flores October 8. after a voyage of 600 miles in open boats.
			1		
1			Full		Carried her cargo to England.
	-, 180	8			Crew of Leonidas sick with sourcy; sen boat ashore at Trinidad for supplies, and were unable to return for her. The med were rescued by sohooner Experiment sent by the United States Governmen for that purpose.
					for that purpose.
	May 180				
	Nov. — Dec. 12 Aug. 27 Dec. 12 Sept. 19 Aug. 27 July 6 Sept. 19 Oct. — Oct. — Aug. — Sept. 6	Mar. 11, 1808 Dec. 5, 1807	Mar. 11, 1808 Bbls. Mar. 11, 1808 Bbls. Dec. 0, 1891 Nov. 27, 1809 1, 300 June 22, 1808 1, 300 Oct. 17, 1807 June 23, 1807 Nov. 27, 1807 June 23, 1807 Nov. 37, 1808 June 23, 1807 Nov. 40, 1809 Oct. 17, 1807 June 23, 1807 Nov. 5, 1809 1, 500 Aug. 27 July 6 May 17, 1809 1, 70 May 17, 1809 1, 70 May 17, 1809 1, 70 May 17, 1809 Oct. 4 May 13, 1809 Oct. 5 May 13, 1809 Oct. 6 May 13, 1809 Oct. 7 Feb. 23, 1809 Sept. 19 Feb. 24, 1807 Sept. 24, 1807 May 1808 May 1808	Mar. 11, 1808 Bbls. Bbls. Loo. 5, 1808 Loo. 12, 1808 Loo. 12, 1808 Loo. 12, 1808 Loo. 13, 1808 Loo. 14, 1808 Loo. 14, 1808 Loo. 15, 1808 Loo. 15	Mar. 11, 1808 Bbls. Bbls

Table showing the returns of whaling-ventels

Name of vessel.	('lass.	Toubage.	Captain.	Managing owner or agent.	
1808.					
Nantucket. Mass.—Continued.		- 1			
lope	Brig		Starbuok		
New Bedford district, Mass.		1			
Orthelia Danube Edward Herald Herald Heral Marth Herb Marth Marth Marth Marth Sally	Schooner Shipdo do do Brig Ship do do do do	900	Tobey Russell Clark	William Rotch, jr	
SAILY	Schooner	1	Mosher		
Thacher Triton Walker Winslow	Ship do		Swain Wost		
New London, Conn.		1			
Dolphin	Ship do	24	- Douglass		
Sag Harbor, N. Y.					
Alknomae	Ship . do . do		Fowler Post		
Greenwich, R. I.	Ship		Sawyer		
Dauphin	enih	1.			
Schooner Thacher sailed from Dart- mouth on a whaling cruise in 1808, but there is no turther report. 1809.					
Nantucket, Mass.		1			
AtlasBrothersCriterionChiliDelightThin.	Schoone Ship	. 2 2 2 e1	95 James Bunker Coffin		
Essex	do		Job Coffin		
Gardner Golden Farmer Hope	do		90 George Swain, 2d Clark Isaac Gardner		
Hunter Industry John and James	Sloop Shipdo		G. Russell		
Lydis	do do		Solomon Swain Peter Paddack		
Leo Mount Hope					

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	Managing owner or agent.	
	-	
	William Rotch, jr	
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sailing from American ports-Continued.

	10	Dato-		or v	yage.			
Whating- ground,		Of arrival.	Sperm-eil.	Whale-oil.	Whalehous	-	Romark s.	
Paithe Ocean Pacific Ocean		May 17, 1800 June 27, 1800 June 3, 1810 Aug. —, 1810	1, 404	Fibla Full		La Co	ist reported with 1,900 whale, indenmed at Payts, 1869. rought some whale-oil.	
Brazil Pacdic Ocean do Cape G'd Hope do	Apr.	Apr. —, 1809 May 1, 1810 June 3, 1410 Apr. 11, 1810 Mar. 5, 1810	1, 800					
Atiantio Pacific Ocean .	May -	June 12, 1810				N	To report. ant reported with 1,200 sperm.	
Cape G'd Hope	Sept.	Apr. 13, 181)	1 4	50	1	Belonged to Westport.	
Pacific Ocean	May -		0 1, 19	и г	01			
Pacific Ocean do Atlantio Cape C'd Hop Pacific Ocean	Sept Apr July -	July 22, 181 Aug. 16, 181 — — , 180 — — , 180 Jan. 7, 181 June 13, 18	0 1,3	oc	754	• •	Belonged to Dartmouth	
Brazil dodo		, 18	09 09				Sold, 1809.	
Brazildo		100000000000000000000000000000000000000	:: ::				Last reported with 1,000 whale. Probably obtained about 1,600 barrols.	
p				•••				
Pacific Ocea	June	5 Nov	810 811 F 811 F	ull.			Some whale.	
Pacific Ocer East Shore Pacific Ocer	June an Oct.	Apr. 26, July 16,	1811 1811 F	all.			Full, lacking 100 barrels.	
Brazil Pacific Oco	May	Nov	1811	, 20L	1,000		Last reported 30 days out, clean.	
Atlantic Brazil	May	Nov	1810		900 1, 200			
Pacific Oce	an July	11 July 1	1811 1811 1811	1, 800 1, 800 Full			Mostly sperm. Last reported June 10,90 barrels.	

Table showing the returns of whating-vessels

	Class.	Tenthage	Captain.	agent.
1800.				
Nantucket, Mass -Continued.				
orseveranda checca duly anger seeking akev annuel homas	Ship do do do do do do do do do	12-12-1 12-16-1 12-16-1	Absalam Coffin George Chase Chriscopher Wyer Joy Richard Folger George W. Gardner Janathan Swain Davis Whippey	
New Bedford district. Mass.				
tarelay	Ship do do do do do Schoones		Gideon Randall	Wm. Rotch, jr., & Sons. J. Alden
Sag Harbor, N. V.				
Abigail Alknomae Leiferson Lavinia Warren Warren	Ship do do do do do			
Greenwich, R. I.				
Dauphin	Ship		Sawyer	
1810.		j		
Nantucket, Mass. Alligator	Ship		Owen Swain	
Alliance Boston Dove Lolin Lay	do do Sloop Ship	18°	William B Coffin	
Lady Adams Lydia Leo Mars Minerva. Mary Ann. Renown Rebecca.	do Brig Ship do do do do	230 215 215 220 20	David Swain, 2d. Ohed Luce. John Flitch. Brown Chase. — Folger. — Coffin	
Ranger	. do		William Joy	***************************************
Union	. Brig		Bunker	
New Bedford, Mass. Diana	. do		— Dillingham Russell	Samuel Rodman
Walker	Ship		West	
Winslow	do		Gardner	Samuel Rodman
Greenwich, R. I.			Coffin	

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Managing owner or agent. ١. h Vyer er ardner ain lall Wm. Rotch, jr., & Sons.

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salling from American ports-Continued.

	Do	ite-	Remult	of vos	nge.	
Whaling- ground.	Of salling	Of arrival.	Sperm-oil.	Whale-oil	Whalebone	Remarks.
do	Aug. 2 July 11 July 26 Oct. —	Nov. 18, 1816 Aug. 4, 1×10 Oct. 17, 1×11 June 23, 1×11 June 23, 1×11 June 23, 1×11 Sept. 27, 1×11	Pall. Full. Full. Full. Full. Full. Full.		Lbs	Built 1899.
Pacific Ocean . Pacific Ocean . Cape G'at Hope Brazil	Nov. — Aug. — Aug. — May 5	May 9, 1811 June 13, 1811 June 19, 1816		1,000		
BrazildododododododododoBrazil		June, 1816 June 16, 1816)	70		,
Drazil						
Pacific Ocean .		1000 S 181	1			Captured by the English, 1812, full of sperm- oil and sent into St. Thomas. Arrived at Newport.
do	Sept. 10	July 16, 181	2 Ful			No report. Arrived at Newport. Arrived at New Bedford.
dodododododododododo	Aug. 2	Jan. 23, 18 July 21, 18 Apr. 8, 18 Oct. 26, 18	3 Ful	1.		Captain Swain was killed by a whale. Also 69 barrels on deck. Arrived at Norfolk, Va.
Coast Africa. South Seam Woolwich Pacitic Ocean		Mar. —, 1×				Last reported with 600 whale. Captured with 1,300 sperm and sent into Bermudas, 1812.
South Coast.		. Jan. 11, 18				
Pacific Ocean Brazil	Nov	May 8, 18 July 15, 18 June 2, 18	312			Captured July 20, 1812, by the English sloop-of-war Recruit, and sent into Bor-
do	1		812 1,	200		mudas; had 1,250 sperm; value of vessors and cargo, \$40,000. Captured by the English with a cargo of sperm-oil.
Patagonia	Sept.	20 Oct. 8, 1	911			
Brazil	l	Aug. 12, 1	911		800	

Table showing returns of whaling-ressels

Class.	Tonnage.	Captain.	Managing owner or agent,
			i
Shipdo Shop Ship do	185 217 230 215 16t 20t	Hezekiah Piukham Wood William B. Coffin Elisha Folger, jr Obed Luce David Swain, 2d John Fitch Brown Chase Coffin William Joy	
Ship		—— Hathaway Obed Ciark	Samuel Redman Rotch & Hazard
do		West	
Shipdo Schooner Shipdo Sloop Shipdo	249 256 221 293 238	Obed Joy Benj min Whippey, ji Gardner William Clark Robert Gardner, jr Luce Russell Job Coffin	
do	20,	George Swain, 2d Isaiah Ray	
do		Benjamin Worth	
do		Reuben Weeks	
Sloop Ship do			
do	286	Barzillai Coffin	
do		George Russell, jr	
do		Joseph McCleave	***************************************
Brig			
Ship		Thomas Paddock	
do		. Zaccheus Barnard	
do			
l do	٠	Jonathan Swain	
	Ship	Ship	Ship

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sailing from American ports-Continued.

HISTORY OF THE AMERICAN WHALE FISHERY.

			D	ate-	Resul	t of v	oyage.	
	Managing owner or agent.	Whaling- ground.	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	Remarks.
kham		West Indies Pacific Oceando Pacific Oceando	Sept. 16	Dec. 16, 1-12	Full. Full. 1, 450			Arrived at Nowport. No report. Arrived at New Bedford. Arrived at Newport. Also 60 barrels on deck. Arrived at Norfolk, Va. Last reported with 600 whale. Captured with 1,300 sperm, and sent into
		Pacific Oceandodo						Bermudas, 1812.
ay	Samuel Redman Rotch & Hazard	Pacific Ocean		July 3, 1812	1	-		Captured July 20. of war Recruit; sent into Bermudas; had 1,250 sperm. Valuo of vessel and cargo, \$10,600. Captured by the English with a cargo of
••••		Patagonia						sperm-oit.
ippey, ji r k er, jr		Pacific Ocean do Atlantic Pacific Ocean Atlantic Pacific Oceando	July 2 Aug	Dec. —, 181	2 1,8 3 Ful	50 11		Arrived in Rhode Island. Captured in 1813 with 1,203 sperm; sent to England.
orth		do	Dec. 1 Nov. 2 Aug.	4				Captured by the Lone December, and sended the dependent of 1813 with 1,300 sperm, and sended the latter of 1813 with 1,300 sperm, and sended the latter of 1813 with 1,300 sperm, and sended the latter of 1813 with 1,300 sperms of 1813 sperms of 1
l k ger		Patagonia Pacitic Ocean Coast Africa	June	May -, 18	13	F	ull.	Captain Folger was 61 years old; had 6 barrels on deck.
11, jr		do	Oct.	3				Captured by the Amon Becenter, 2005 sent into Bermudas. Captured by the English brig Sophie, o Delaware; had 550 sperm. Delaware; had 550 sperm.
in				Aug. 17, 1		• • • •		Sent home 83 sperm; captured and se into Cape of Good Hope 1812.
rnard		do	Aug.	4				Sent home 37 casks sperm; captified by English armed whaler; had 1,600 sper Captured by an English brig; sent in
							- 1	I did and cont into Barnadows, 1015.

Table showing returns of whaling-vessels

			as depresent the second color of the second color	,
Name of vessel.	Class.	Toumste.	Captain.	Munaging owner or ugent,
1811.				

Nantucket, Mass.—Continued.	Ship		John Macy	
Sukey	Schooner		Gamble	
Stanhope	Ship	28 15	Princ Coleman George W. Gardner	
Sag Harbor, N. Y.				
Λbby	Ship			
New Bedford, Mass. Ann Birelay Diana Muriu	Ship . do . do		James Gwinn Gideon Randall	
Westport, Mass.				
Hero	Bark		Barns	
1812.				
Nantucket, Mass. Brothers Charles Diana Dove Lima Mount Hepo	Ship do Brig Sloop . Ship Schoone	25 K	Worth Grafton Gardney Calvin Bunker David Swain Swain David Cottlo	
Nancy President President Thetis	Sloop Schoone Ship Schoone	29	Marshall Crosby William Brown So'omon Folger William Perkius	
Two Nantucket schooners, with from 50 to 60 barrels of oil each, put into Boston, October 19, 1812; nances not ascertained. The brig Nanina, of Hudson, Capt. Valentine Barnard, sailed from New York April 4, 1812, for the Fulkhand Islands, whaling and scaling. Arrived there, the English brig scale bella, with a number of passengers was found wrecked. The English officers offered Captain Barnard all the state of the Islandia of				

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HISTORY OF THE AMERICAN WHALE FISHERY.

	D	ate-	Result	of voy	age.	
Whaling- ground	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	Romarks.
Pacido Ocean Atlantic Pacido Oceando	Nov. 9		1, 100			Returned October 12, having sprung fore- mast; sailed again left. No report. Arrived at New Bedford. Captured December 4, 1813 and sent into Cape of Good Hope; had 1,340 sperm.
Pacific Ocean do do do	Nov. 23 Nov. 7	July -, 1815 Mar, 181 May 15, 181	1 1,800			
Pacific Ocean do do Atlantic do Pacific Ocean Atlantic do do Atlantic Atlantic Atlantic	Mar	July -, 18 July -, 18	12			The first whaler to fall a victim to the English; captured and burned with 15 barrels sperm on board, July 9, 1242.

Table showing returns of whaling-vessels

Name of vessel.	Class.	Гонпаде.	Captain.	Managing owner or agent.
1813.				
Nantucket, Mass.				
Jano	Ship		Obed Ray	
Nancy	Sloop			
There were about 10 small vessels from Nantucket, hompback-whaling on the shoals in 1813.				
1814.	1			
Several small vessels from Nan- tucket were whaling on the shoals in 1814.				
1815.				
Nantucket, Mass. Atlas	Ship Brig Ship do Brig Ship	24° 185 25.	William Easton Seth Folger Reuben Clusby Benjamin Whippey Reuben Baxter Benjamin Worth	
Charles	Schoone		Cottle	
Criterion	Ship	329	Shubael Brown	
Diana	Brig		Bunker	
Dauphin	Ship Sloop	216	Seth Pinkham Swain	
Esset	Ship	23₹	Daniel Russell	
Experiment	Sloop		Randall	
Edward	Brig Ship	294	Charles Coleman George Swain, 2d	
GangesGlobe	do	26° 29°	Isaiah Ray George W. Gardner	
Gen. Jackson	Brig	174	Stephen Skinner	
Hannah	Sloop		Coffin	
Industry John Adams John John Jay Lydia Lima Loo Lady Adams Martha	Ship do Sloop do do do do do do do do	17- 200 211 160 240 211 220 271	David Swain Joseph McCleave Christopher Wyer William Joy Peter Paddack	
Maria	Schooner Ship	200	***	
Mason's Daughter	Sloop			1
Nancy			Swain	
New Packet	do		Paddock	
Olive	Ship Schoone	29	Jonathan Swain, 2d Luce	

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Shoals .

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HISTORY OF THE AMERICAN WHALE FISHERY.

			Date-			t of vo	oyage.			
Managing owner or agent.	Whaling- ground.	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil	Whalebone.		Remarks.		
		Shoulsdo	July 7		Bbls.	Bbls	Lbs.	Capture of afte Capture	d by an English brig; never heard rward. d by an English brig, July 8, 1813.	
n		Pacifin Oceau. Cape Good Hop Pacific Oceau. do Patagonia Pacific Ocean.	May 16 June 29 May 18	Dec. 20, 1810 Aug. 25, 1810 Mar. 19, 1811 Mar. 1, 1810	3 97 3 1. 55			E'epha Detain	n Folger died on the voyage, int oil. ed 45 days in Valparaise, then sent nua for adjudication for having no letter."	
n		(Atlantie) Coast Africa Pacific Ocean Atlantie Pacific Ocean Atlantie	July 20 May — Sept. — July 28	Apr. 10, 181 Aug. 28, 181 Oct. —, 181 Jan. 17, 181	7 1, 4 5 7 1, 0	Cle	an 60	Lact 1	report, July, 1815, with 25 barrels m.	
an 2d		Pacific Ocean Atlantic Pacific Ocean do do	Sept. — Dec. 36 June 29	Sept. —, 181 Oct. —, 181 Jan. 26, 181 Dec. 29, 18	5 17 16 1, 1	10 Ole	42 13:	Alexa ing Buit	nder Couln, first mate, killed by fall- from aloff. at Haverbill, 1809. 1815; the first ship bringing over 0 barrels.	
ner		Cape Good Ho	pc Dec. 3		16		ean .	Last	reported with 34 barrels on board and barrel whale alongside, both boats, reported with 60 barrels,	
eave		Atlantie Cape de Ver Brazil Pacifie Ocean Atlantie Pacifie Ocean Patagonia	July 3	9 Oct. 6, 18 Nov. 7, 18 Aug. 23, 18 Juno 7, 18 Mar. 10, 19	16 1, 917 1, 917 1,	473 150 416	731	Built	at Rochester, 1812.	
Vyer		Pacific Ocear Brazil Pacific Ocear do	Aug.	2 Oct. 21, 1 14 May 11, 1	816 817 1, 817 1,	35 1	, 310	Built in pr	t at Pembroko, 1810; detained 20 day Valparaiso, and part of her crot eased on a patriot armed vessel for ort cruise.	
		Patagonia Pacific Ocea Atlantic	u July May July	_ Sept. 3,	817 1, 815 815	100 120			chant-oil. E first whaler to arrive after the war.	
k		do		July 27,	R15 .			} To	ok three whalos.	
in, 2d		Pacific Ocua	n June	Sept. —, Sept. —, July 1, Sept. —, Sept. —,	817 1	, 77-	111			

Table showing returns of whaling-vessels

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230 230 230 230 230 230 230 230 230 230		Albert Clark Barney Ariet Coffin Chass Chass James Bunker John Macy Obed Joy Bunker David Harris Matthew Norton Kandall Sedgowick Coffin Paddock Clark Swain Howland West Coffin Goleman Gardner	William Rotch, jr., & Son Thomas Hazard, Sannel Rodman do William Rotch, jr., & Son Sannel Rodman
327		Barney Ariel Coffin D Ivis Chase Chase James Bunker John Macy Obed Joy Bunker Bunker David Harris Matthew Norton Kandall Sedgowick Coffin Paddock Chark Swain Howland West Collan Collan Collan Collan Collan Collan Collan	William Rotch, jr.,& Son Thomas Hazard Samuel Rodman do William Rotch, jr., & Son Samuel Rodman.
327		Barney Ariel Coffin D Ivis Chase Chase James Bunker John Macy Obed Joy Bunker Bunker David Harris Matthew Norton Kandall Sedgowick Coffin Paddock Chark Swain Howland West Collan Collan Collan Collan Collan Collan Collan	William Rotch, jr.,& Son Thomas Hazard Samuel Rodman do William Rotch, jr., & Son Samuel Rodman.
327		Barney Ariel Coffin D Ivis Chase Chase James Bunker John Macy Obed Joy Bunker Bunker David Harris Matthew Norton Kandall Sedgowick Coffin Paddock Chark Swain Howland West Collan Collan Collan Collan Collan Collan Collan	William Rotch, jr.,& Son Thomas Hazard Samuel Rodman do William Rotch, jr., & Son Samuel Rodman.
300 237		Barney Ariel Coffin D Ivis Chase Chase James Bunker John Macy Obed Joy Bunker Bunker David Harris Matthew Norton Kandall Sedgowick Coffin Paddock Chark Swain Howland West Collan Collan Collan Collan Collan Collan Collan	William Rotch, jr., & Son Thomas Hazard Sannel Rodman do William Rotch, jr., & Son Samuel Rodman.
32		Chase James Bunker John Macy. Obed Joy Bunker David Harris Matthew Norton Randall Sedgewick Coffin Paddock Clark Swain Howland West Coffin Coleman Gardner	William Rotch, jr., & Son Thomas Hazard. Samuel Rodman do William Rotch, jr., & Son Samuel Rodman
392		James Bunker John Macy. Obed Joy Bunker David Harris Matthew Norton Randall Sedgewick Coffin Paddock Clark Swain Howland West Cofin Goleman Gardner	William Rotch, jr.,& Son Thomas Hazard. Sanuel Rodman do William Rotch, jr., & Son Sanuel Rodman
32		Obed Joy Bunker Bunker David Harris Matthew Norton Randall Sedgowick Coffin Paddock Clark Swrin Howland West Colin Goleman Gardner	Thomas Hazard. Samuel Rodwan do Wiliam Rotch, jr., & Sons Samuel Rodwan
32		Obed Joy Bunker Bunker David Harris Matthew Norton Randall Sedgowick Coffin Paddock Clark Swrin Howland West Colin Goleman Gardner	Thomas Hazard. Samuel Rodman do William Rotch, jr., & Son Samuel Rodman
39		Bunker David Harris Matthew Norton Randail Sedgowick Coffin Paddock Clark Swrin Howland West Collin Coleman Gardner	Thomas Hazard. Samuel Rodman do William Rotch, jr., & Son Samuel Rodman
32		David Harris Matthew Norton Randall Sedgewick Coffin Paddock Clark Swriu Howland West Coffin Goleman Gardner	Thomas Hazard. Samuel Rodman do William Rotch, jr., & Son Samuel Rodman
		Matthew Norton Randall Sedgewick Coffin Paddock Clark Swain Howland West Coffin Goleman Gardner	Thomas Hazard. Samuel Rodwan do Wiliam Rotch, jr., & Sons Samuel Rodwan
		Coffin Paddock Clark Swaiu Howland West Coffin Coleman Gardner	Thomas Hazard. Samuel Rodwan do Wiliam Rotch, jr., & Sons Samuel Rodwan
		Paddock Clark Swaia Howland West Cofila Coleman Gardner	Thomas Hazard. Samuel Rodman do William Rotch, jr., & Son Samuel Rodman
		Paddock Clark Swaia Howland West Cofila Coleman Gardner	Thomas Hazard. Samuel Rodman do Wiliiam Rotch, jr., & Sons Samuel Rodman
		Howland	William Rotch, jr., & Son
et	}	Hathaway	John Alden
	1		
		Robert Jenkins	
		David Paddock	
	1		
		Clark	
		—— Halsey	
er .		—— Гау	
		Folger	
		William Brown Reuben Baxter	
	1	187	Folgor Folgor 187 Reuben Clasby William Brown

owing returns of whaling-vessels

Managing owner or agent. T. r ton..... Il vick William Rotch, jr., & Son-Thomas Hazard. Samuel Rodman. do William Rotch, jr., & Sons William Roteb, jr., & Son-Thomas Hazard.
Samuel Rodman
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nd. Wiliam Roteb, jr., & SonSamuel Rodman
an
Cr. Samuel Rodman
ut. William Roteb, jr., & Son-ine ck..... г sailing from American ports-Continued.

	1)a	ito-	Resu	t of vo	yage		
Whaling- ground.	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	ebone.	Remarks.	
			1				
Atlantic	Sept. 27	Sept. 20, 1815	Bbls	Bbls.	Lbs	Got two humpbacks, in company with sloop	
A (lattere)	June 4	Oct. 4, 1810		1,514		Success.	
do Pacific Ccean	May — July 17	May 9, 1817 July 18, 1817	1,64	0		Sold at Pernambuco 1815. Got two humpbacks in company with	
do Braz.l	July 26 Sept. 27 Aug. 19	Sept. 29, 1815 June 5, 1815		c 1, 390)	Sailord Rover. Sailord June 28; returned in August, in distress, with 50 sperm. Heard that the country was at war, and	
Pacific Ocean .	Oct. 9	May 11, 181	7 1,00			returned. Lost on the coast of Patagonia August	
Patagonia	May 24	Cet. 20, 181	3			Was thrown on her beam-ends and dam-	
Atlantic		1				aged in a gaie.	
Pacific Ocean . Cape Good Hope Atlanticdo	Nov. 22 Dec. 30 Aug. 12 July —	Jan. 11, 181		eā 48	5	Built 1815. Reported August 22; 30 sperm. Reported September 12; clean.	
Pacific Ocean do	July — Aug. — June —	Mar. 7, 18	17 1, 9 17 15 4 17 1, 9	1:0		•	
Pacific Ocean . Patagonia Pacific Ocean . Atlantic Pacific Ocean . Pacific Ocean . Patagonia	July -	Mar. 19, 18 May 8, 18 Mar. 19, 18 Oct. —, 18 June 6, 18	16 17 1, 15 1,	1, 3		No report of cargo.	
Patagonia	July 1 July Sept.	1 Sept. 7, 16 1 Oct. — 1	415	160	100) Lost boats and received other damage in a	
Pacific Ocean	Nov	- May 0, 1				and wholing made a poor	
do		Mar, 1	817 F	ull.			
						•••	
Brazildododo		June 2,		1,	900	4 4 1 1 1 1 1 1	
West Indies		July 16,	1816	80		The Amphibioussailed again; arrived September 26 with 10 whale.	
Patagonia	- 1					Last reported at Rio Janeiro May 6; 9,00 skins, and full of oil.	
Pacific Ocean	Nov.	10 May 12,	1818				
Patagonia	May		1817		777 . 450 .	Lost at St. Michael's Sept. 4, 1817	
Africa Atlantic	Ang	Aug. 19	1817 1816 1817	150 . 70 80 .	420		
Atlantic		Aug. 6	lanto:	l and n	ermiss	ion to whale in Portuguese waters for three yes	

Table showing returns of whaling-vessels

Name of versel.	Class.	Tonnage.	Captain.	Managing owner or agent.	
1816.				1	
Nantucket, MassContinued.					
Experiment	Sloop		Randall		
Famy Franklin George George Hope Hope Hannah Hyero Hastel Hastel Lycke	Bug Ship do Sloop Ship Sloop Sloop Sloop Brig	309 359 313 230	Barzillai Coffin Grafton Gardner John Fitch James Russell Coffin William B. Coffin West Obed Joy		
Jano	Schoonet Sloop		Paddock		
Liberty	Brig Ship Schooner Sloop	160	Gardner Shubael Hussey William Perkins		
Maro New Packet	Sloop	315	Joseph Allen		
North America. President Pheenix Ruby. Success.	Ship Schooner Ship Stoop	351 221	Albert Clark		
South America	Ship Sloop	307	George Clark George Luce		
William and Nancy	Brig		Coffin Whippey		
Vulture	Ship	299	Jesse Coffin		
Schooner Charles, Cottle, arrived Ao- vember 19 from the Cape de Verdes with 230 sperm; propably sailed early in 1816.					
New Bedford, Mass.	Pahaan.		Chase		
Caroline. Experiment Eigabeth Industry Martha	Schooner Sloop do Brig Ship		BourneChaseClark	Soth Russell & Sons	
Orion	Brig		Randall		
Ospray President Russell Richmond	Schooner Ship			Samuel Rodman	
Sally Swift	Brig Ship		Arthur	T. Swain & Son Humphrey Hathaway	
Rochester, Mass.					
Sally	Schooner		Smith		
Holmes's Hole, Mass.	Schoone		. Chase		
Newport, R. I.	Brig		. Amaziah Gardner		

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owing returns of whaling-vessels

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	Seth Russell & Sons
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* ** ** * * * * * * * * * * * * * * * *	Thaddens Swain
10	Samuel Rodman
ır	D Comin & Con
	. Humphrey Hathaway .

sailing from American parts-Continued.

	D	ate-	Result	of vo	nyage.			
Whaling- ground.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.		Remarks		
Atlantie Pacific Ocean Pacific Ocean Atlantie Pacific Ocean Atlantie Pacific Ocean Atlantie Capedo Verdes Patagonia South Coast West Indies Guinea Brazil Atlantie Pacific Ocean Atlantie Pacific Ocean Atlantie Brazil Atlantie Guinea Pracific Ocean Atlantie Pacific Ocean Atlantie Pacific Ocean Atlantie Pacific Ocean Atlantie Brazil Atlantie Guinea	Nov. 7 June 1 May 19 July 16 Oct. 11 July 27 Apr. 10 Nov. 16 May - Nov. 3 Aug. 28 Nov. 2 June 1 Apr. Oct.	July 21, 181 June 21, 181 D July 9, 181 Aug. 11, 181 Nov. 8, 18 Sept. 22, 18 Sept. 22, 18 Apr. 17, 18 May 22, 18 9 May 26, 18 Aug. 2, 18 9 Oct. 13, 18	1, 833 2, 100 1, 2, 02 1, 34 1, 34 1, 10 1, 10 1	1, 4, 4, 8, 8, 1, 4, 4, 8, 1, 4, 4, 8, 1, 4, 4, 8, 1, 4, 4, 8, 1, 1, 4, 4, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1,	5 5 5 5 5	Bu B	o Experiment (Brown) sailed again; arrived September 46 with 100 sperm. Do, filt 1816. Do, filt 1815 at Rochester. siit 1816. Rephant-oil. he John sailed once before in 1816, returning June 19 with 120 sperm. The Mason's Daughter sailed again; arrived September 16 with 60 sperm. The Western September 16 with 60 sperm. September 24 with 30 sperm. The Swop Sailed again; arrived September 24 with 30 sperm. The William and Nucey is reported as having arrived September 2, clean. The William and Nucey is reported as having arrived September 6, 1816, with 125 sperm; probably sailed late in 1815 of early in 1816.	
Atlantic	Dec. June des Feb. Oct. des June June June June June June June Approximation	- June 18, Nov. 12, June 18, Nov. 1, - Jan. 1, Dec. 29, 18 May 26,	1816 1817 1816 1818 1816 1817 1817 1817	90 200 500 450 1,800	1, 600 1, 000 Full 1, 700 250		Last reported with 400 sperm. Last reported in July with 50 sporm.	

Table showing returns of whaling-ressels

The state of the s				i
Name of vessel.	Class.	Товнаде.	Captain,	Managing owner or name of
1810.				
Wareham, Mass.				
Enterprise	Ship			
Fairhaven, Mass.		1	1	
Liberty			Brock	V planetice
Resident	do		Burtch	N. Storidard
Edgartown, Mass.	(98.4			
Apollo	Ship		— Daggett	
Boston, Mass.				
John	Brig		Randall	
Potomack	Ship		—— Alley	
1817.		1		
Nantuck t. Mass.		1		1
Atlas	Ship	217	Robert M. Joy	
Alert	Brig	256	David Cottle	
Butney	Ship		William Brown	
Criterion	Ship Brig	220		
		["		
Dauphiu	Ship	216		
Dovė	Sloop	• • • •	Swain	
Diana	Brig	ge.	Daviel Russell	
Experiment	Ship	938	Randall	
Edward	Brig Ship	219	William Paddack Reuben Swain	
Golden Farmer	00	291	Matthew Norton	
Gov. Strong	Brig	174	Stephen Skinner	
Gen, Lincoln Industry	Ship	285 172	Simbael Chase	
Independence	do	311	George Swain, 2d	
Improvement	Ship	526	Obadiah Coffin	
Leo	Brig	217	Oned Joy	
1htm	do	160	Elias Ceeley	
Lady Adams Mason's Daughter.	S'oop	230	William Perkins	
Success	Ship Sloop	1203	Crosby	
Samuel	Ship	287 301	George Barrett	
Tuomas	do	301 27	John Brown	
William	Sloop Ship	20:	Thomas Paddack	
William Penn	Brig	208	Benjamia Folger	
New Bedford, Mass.	4	1 1	Whippey	
Elizabeth	Sloop	6	Dan Arti	G & T T Transferred
Elizabeth	Ship	320	Howland	G. & J. J. Howland Wm. Rotch, jr., & Sons.
Elizabeth George and Susan Mary Martha	Ship Brig Ship		West Wilcox	Seth Russeil & Sons
Elizabeth George and Susan Mary Mary Mariha Milwood Mariha	Ship Brig Ship do			G. & J. J. Howland Wm. Rotch, jr., & Sons. Seth Russell & Sons do Samuel Rodman
Elizabeth George and Susan Mary Martha Mitwood Maria Maria Orion President	Ship Brig Ship do do Brig			Seth Russell & Sons
Elizabeth George and Susan Mary Martha Milwood Maria	Ship Brig Ship do do Brig			Seth Russell & Sonsdo

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wing returns of whaling-vessels

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	agent.
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y	G & J. J. Howland
i	G. & J. J. Howland Wm. Rotch, jr., & Sons. Seth Russed & Sons.
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• • • • • • • •	Samuel Rodman
•••••	Samuel Rodman, jr
• • • • • • • •	

salling from American purto-Continued.

	10	Bate- Result of voyage.		age.		
Whalies in Table 10	Sperm-oil.	Whale-ed.	Whalebook	Remarks.		
			Bbla.	Bbls.	Lbs.	Last reported Aug. 90 with 70 sparm.
Africa	Aug. —	July —, 1917	350			
Parific Orean	June 19					Last reported with 1,100 sperm.
Brazil Patagonia	Juno					Captain Randall either died or left the ship Last reported with 860 whale. Stopped of Naturcket June 17, 1816; crew (11 blacks) mutuied; the mutiny was quelled by men from Nantucket; blacks stole a boat soon after and part of them ran away.
Pacific Ocean do do	Apr. 19 Aug. 8 July 20 Aug. 18	Nov. 11, 181 Nov. 9, 181 Nov. 5, 181 Oct. 18, 181 Dec. 10, 181	1,30	Clean		Condemned at Bonavista, 1817. Captain Luce chartered schooner Jane Marsh, and finished his voyage.
Pacific Ocean Atlantic		Nov. 16, 181 July 7, 181	9 1,0	ы		sailed again September 3.
leeland	June 11 June 15 May 1- Oct. June July 1 Apr. Sopt. 9 May 3	Apr. 14, le July 6, le July 8, le July 8, le Apr. 20, le Qet. 30, le July 27, le Aug 13, le July 25, le	19 1, 3 17 18 19 4 19 4 19 5	30 30 1, 15 1, 41 3 1, 03 10 10		Sailed egain July 7 under Captain Brown. Built 1817.
Brazildo	Sept.		18	1, 1	14	** - * ** ** ** ** ** ** ** ** ** ** **
Pacific Ocean Atlantic Pacific Ocean Newfoundlau Brazil do Pacific Ocean Atlantic	Sept. Oct. 9 Nov. 1 Aug. Aug. Aug. Sept.	3 Aug. 13, 14, 15, 16, 16, 16, 16, 16, 16, 16, 16, 16, 16	10 1, 20 1, 417 818 819 820 1,	246 577 170 67 1,1 000	695	Last reported with 69 barrels sperm.
Cape de Vere Patagonia do Brazit South Atlan	les May May May May Aug. Aug. Sept.	Mar. 11, 1 June 1, 1 Feb. 7, June 7, July 19, May 18,	818 818 818	170	950 300 650 200	Elephant oil.
Delago Cape do Vere Pacific Ocea Patagonia . Pacific Ocea	des May June July	— May 11, Feb. 6, — May 24,	1818 1820 1 1818	450 050 100 k	900 14,	Arrived at Newport.

Table showing returns of whaling-resels

Name of vessel.	Class.	A CHESTAN	Captain.	Managing owner or agent.
1817.		Ì		
New Bedford, Mass Continued.		1		
Vinslow	Ship do	. ! :	Chase Tucker	Samuel Rodman
Fairhaven, Mass.				
	Brig Ship		Burtch	Delano, Tripp & Terry S. Borden
Westport, Mass.				1
, , , , , , , , , , , , , , , , , , , ,	Brig		Maybew	
Sag Harbor, N. Y.			m 1	
Andes	Ship		Samer	
	1			,
Hudson, N. Y. Diana Euza Barker	Ship		Coffin	
Boston, Mass.				
John	Brig			
1818.				
Nantucket, Mass. Boaton	Ship Brig Ship Sloop Brig	314	Frederick Barnard	
Dispatch	Sloop		William Brown	
Eagle	Ship	335 264	William H. Coffin Elisha Folger	
Eagle Edward Francis Fortunato Farmer Globe Ganges Gidlen Farmer Gen, Lincoln	Brig do Ship do do do do do do do do do	201 203 265 204 285	Tim, Fitzgerald	
George	. do Sloop	359	John Fitch	
Hycao	Ship do do Schooner	290 17: 296	Ammiel Coffin Amaziah Gerdner Peter Paddack Abraham Pollard	
John Jay	Ship		William II. Coffin John Bunker Albert Clark	

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uring returns of whaling-ressels

	Managing owner or agent.
N V	omuel Rodman Vm. Rotch, jr., & Sons
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HISTORY OF THE AMERICAN WHALE FISHERY.

calling from American ports—Continued.

	Di	ato-	Result	of voy	19.0.	
Whaling- ground.	Of sailing	Of arrival.	Sperm-ell.	Whale-sil.	Whalehean	Remarks.
Pacific Ocean Patagonia	Oct. — May —	Jan. 19, 1890 Feb. 7, 1818	Bbla. 1, 400		Lbs.	Elephant-oil.
Benzildo	Ang. 5 Jan. —	June 8, 1818 May 26, 1818	130	1, 900 700		Withdrawn for merchant service, and sunk off Bermudas 1919.
Atlantio	June 1	May, 1818	250			
Brnzil	, , , , , , , , , , , , , , , , , , ,					Last reported with 500 whale. Last reported with 900 whale. No report. Last reported with 900 whale. Last reported with 700 whale. Last reported with 1,309) whale.
Pacific Oceando	Aug. 20	Nov. 27, 181	1, 950	150		Last reported with 760 sperm, 140 whale. Hourded by a privateer, and the officers and crew robbed of all their clothing, ISIR.
Brazit						Last reported with about 600 whale.
Brazil	Jan. 18 Jan. 15 (May 2) (Oct. 3) July 8	Sept. 10, 181 Aug. 13, 182 Aug. —, 181 Oct. 6, 181 May 97, 181 Aug. 20, 181	9 7	40 2 100		No report. Boarded twice in Gulf of Mexico, and robbed of provisions and boats. Came home leaky.
Pacific Oceando		June 12, 180 Dec. 1, 185	2, 1-	b) 61		The Equator and the Balaena of New Bed- ford were the first whilers to visit the Sindwich Islands, arriving there Septem- ber 17, 1819. Equ. tor built 1818.
Patagonia Atlantic Pacific Ocean Pacific Oceando Brazildo Pacific Ocean	Apr. 20 Nov. 10 July 1 Mar. June 2 July 1 Sept. 2	June 3, 18 Nov. 28, 18: 3 May 20, 18 3 June 2, 18 June 20, 16	20 2, 0 21 1, 6 19	84 61 90	0	Dismasted in a gale September 27, 1818; abandoned October 29; one man lost.
Pacific Ocean Brazil	Dec. 1 Oct. Jan. 1	Sept. 12, 18	121 1.3	188	74 62	eruiser, a prize ctow may. Was recap ther own orew taken away. Was recap tured by Captain Alley and one of his mates two days after. Was taken by an English cruiser and our ried into Saint John's, where she was re-
Pacific Ocean	Feb. Aug.	6 May 6, 1 29 May 16, 1 33 Sept. 10, 1	818 821 820 1,	369 1 769 1	00	Got ashore at Bonavis Zana Islande Island.

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Table showing returns of whaling-vessels

Name of vessel.	Class.	Топраде.	Captain.	Managing owner or agent.
1818.				1
Nantucket, Mass.—Continued. Lee Minerva Minerva Martha Peru Pacific Peruviau Planter Ruby Rambler States Samuel Success South America Two Brothers Weymouth	Ship	200 273 257 314 334 340 221 318	William Joy Salvanus Coffin Reuben Wreeks David Harris Benjamu Whippey Christopher Wyer George B. Chase Obed Ray Benjamin Worth David Swatu, 2d Hezekish Pinkham Joseph Earle George B. Worth William Chadwick	
William William and Nancy William Penn New Bedford, Mass.	Brig Ship	208	200,000	
Angastus	Ship do	380	Butler Coffin Edmund Gardner	T. C. T. Thombook
Commodore Decatur	Brig Ship do	320	TuckerCoffinRandall	J. & J. Howland Samuel Rodman, jr George Howland J. A. Parker
Gleaner Gleaner Goleonda Independence June Martha Mitterva Midas Milwood Mary	Brig do do Brig do Ship do Ship Brig		Bennett Perry Spooner Whitfeld Williams Tobey Wilrox Hlowland	Seth Russell & Sons J. & J. Howland John Coggeshall & William R. Rotch.
Mercator Ospray Persia Pindus Prodident Richmond Russell Tetton Victory William Thacher	Brig do do do do do		Swain James Drew Cross Barrett Clark Dillingham Zephaniah Wood Bunker Howland	
Fairhaven, Mass. Herald	Ship		Burtch	
Westport, Mass. Industry	. Brig		Mayhew	
Salem, Mass. Britannia	Ship			
Argonaut	do			

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AND FISHERIES.

nowing returns of whaling-vessels

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HISTORY OF THE AMERICAN WHALE FISHERY.

sailing from American ports-Continued.

	Dr	ste-	Result	of voy	аде.	
Whaling- ground.	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	Remarks.
Brazil. Pacific Ocean do do do do Drazil Pacific Ocean Ad Drazil Frazil Shudi Pacific Ocean Ad Drazil Shudi Drazil Shudi Drazil Shudi Capa Godi	Feb. 6 June 28 Aug. 29 Aug. 29 Sept. 25 Sept. 25 Aug. 22 Nov. 21 July 8 Sept. 16 July 25 Sept. 25 Nov. 21 July 20	July 15, 1890 July 25, 1819 July 29, 1821 Dec. 5, 1820 Nov. 3, 1821 Sept. 15, 1820 Feb. 24, 1820 Oct. 31, 1831 June 27, 1820 Oct. 20, 1820 Aug. 5, 1831 Dec. 27, 1830 Feb. 28, 1830 Sept. 25, 1818 Feb. 12, 1819	378 1, 234 1, 597 113	600 704 463 543 60 391 1, 306 1, 700 1, 836 153 433 540 Clean		Broken up at Nantucket 1819. Built 1818 at Hanover. Built 1818 at Scituate. Built 1818 at Middletown, Conn. Built 1818 at Middletown, Conn. Built 1818 at Kingston. Built 1818. Last reported August 1 with two whales.
Patagonia Pacific Ocean. do	Nov	June 4, 1819 Oct. 12, 1820 June 10, 182				Bought 1816. Last reported with 1,600 sperm. Last reported with 1,500 sperm. See Equator, Nantucket.
Patagonia Pacific Ocean. Brazil Patagonia	Jan. 25 July — May —	Feb. 25, 1819 July 21, 1829 June 24, 1819 Jan. 10, 1819 Jan. 14, 181	1,900	2, 000 1, 030 1, 700		George and Susan built at Dartmouth 1810. Capt in Randall came home sick 1819. Elephant-oil.
do Pacific Ocean Brizil do Patagonia Brazil. Patagoniado	May — July 23 May — May 26 Sept. —	June 3, 181 June 30, 181 Feb. 3, 181 June 18, 181 Feb. 14, 182	9	1, 706 1, 750 1, 750 1, 750		Midas built at New Bedford 1810. Lost May 28 on Cape Blanco. Robbed by the Arabs; one man killed, one wounded, and one captured; driven from the shore and wreck. The survivors reached the Isle of S.1 in their boats June 5.
Pacific Oceandododo Africa Cape de Verde Brazil Pacific Oceando Patagoniado	Feb Jan Jan July - July - July - July -	July 25, 18 May 1, 18 June 3, 18 May 30, 18 June 7, 18	20 1, 8 19 20 1, 1 21 1, 9	1, 80 00 70 80		
Pacific Ocean	July -		21 2, 1	100		
Cape de Verd	July -		319	300		. Wrecked on Pickard's rocks going out. No further report.
Brazildo		July 2, 1 June —, 1 July —, 1	819 819	1, 8	300	

Table showing returns of whaling vessels

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Name of vessel.	Class.	Товнаде.	Captain.	Managing owner or agent.	
1818. Boston, Mass.	D.I.		Allow	W. Lewis & Co	
John			Alley		
Harriot Edjartown, Mass.	Brig	•••	Nathan Hildreth	·	
A pollo	Ship		McKenzie Norton		
Philadelphia, Pa. Governor Hawkins	do		T. Coffin		
1819.					
Nantucket, Mass. Ark	Ship do do do do Ship	346 372 321 301 291	Daniel Russell	Gideon Folger & Co Jethro Mitchell Gardner Macy & Co J. J. Barney & Co Jethro Mitchell Baxter & Ewer	
Essex	do	238	George Pollard, jr	Gideon Folger & Co	
Franklin	do	309 317	Elihu CoffinShubael Chase	Uriah Folger & Co P. Mitchell & Sons	
Gideon	Bark Ship Brig	204 2::5 174	David Cottle	J. & B. Burnell David Pease & Co F. G. Macy & Co	
Hero	Ship	313	James Russell	J. Starbuck & Co	
Huntress	Schooner Ship do	262 352 172		Valentine Swain	
John Adams, 2d	Smp	313 315 309	Joseph Allen William Perkins	J. Jenkins & Co	
RoxanaReaper	Ship	237		Peter Myrick & Co P. Gardner & Sons	
Sally Sea Lion Thomas, 2d. Tarquin	do	. 195 . 307 . 206 . 301	Benjamin Folger Laban Cottle	P. Chase & Co	
Vulture	do	. 299 308		M. Barney & CoZ. Coffin	
tucket, whaling, in December, 1819	. 1	1	I	* Probab	

sailing from American ports-Continued.

	The state of the s
1.	Managing owner or agent.
eth	W, Lewis & Co
zie	
inswain	Gideon Folger & Co. Jothro Mitchell. Gardner Macy & Co. J. J. Barney & Co. Jethro Mitchell. Baxter & Ewer Gideon Folger & Co.
10	Uriah Folger & Co P. Mitchell & Sons
well	J. & B. Burnell David Pease & Co F. G. Macy & Co J. Starbuck & Co
ettndner	G. Easton & Co Gardner, Macy & Co E. Mitchell & Co
dock	B. & P. Gardner
in, 2d	M. Barney & Co Z. Coffin

Dauly	ı	Hud

	Di	ate-	Result	of voy	age.	
Wholing-ground. Jo	Sperm-oil.	Whale-oil.	Whalebone.	Romarks.		
Prtagonia		July 28, 1819	Bbls.	Bbls. 1, 150	Lbs.	
Brazil						Lost on coast of Brazil May 23, 1819, with 600 whale.
Pacific Ocean		Aug. ~, 1820	1, 250			Last reported with 1,350 sperm.
						Last reported with 350 elephant-oil and 4,000 skins. Captain Codin died in 1e19.
Pacific Oceando	Dec. 26 Feb. 12 July 4 Oct. 15 Aug. 12 July 17 July 18 Aug. 12 Jan. 25 July 22	Dec. —, 1822 Mar. 27, 1823 Jan. 18, 1822 Nov. 22, 1821 Nov. 12, 1822 Nov. 23, 1824 Apr. 12, 1822	1, 530 1, 940 560	1, 200 120 370		Built at Haddam, Conn., 1819. Broken up at Nantucket 1822. Built at Haddam 1819. Built at Rochester, Mass., 1843. Built 1819. Condemned at St. Domingo after obtaining some oil. Stove by a whale November, 1820; captain, mate, and three men saved in the boats; three men left on Disco Island. The bettom of the Foster was pierced by a horn-9sh and the horn left there. On
BrazildoSouth Atlantic	May 21 June 17 May 14	July 25, 182 Mar. 28, 182 May 15, 182	0 50 1 2	0 920 68 5 53		sawing it off in the hold the white I deficed through the opening 1,000 strokes por hour. Built 1819.
Pacific Ocean. New Zealand Brazil	July 2	Oct. 29, 189 June 16, 189	11 73 12 2, 15			Last reported with 30 sporm. Altered from a brig, 1818. Captain Barrett died on the voyage.
Gulf Mexico	July 9 Oct. 2 Jan.	June 15, 18 0 Oct. —, 18 6 Mar. 10, 18	20 9 22 1, 3 22 2, 4 21 1, 6	25 90	00	Built 1819. Took his oil off the Japan coast.
Brazil Pacific Ocean	June Nov. 3	5 Feb. 10, 18	1		95	Captain Fitch died on the voyage. Built 1819.
Brazil Cape G'd Hope Pacific Ocean Brazil	May	8 Mar. 96, 18 9 Mar. 2, 18	21	1,0	87 87 07 00	Charleston S. C. November
Pacific Ocean			322 1,3 322 1,5	354 1 320	92	Washington built at Hanover, 1819.

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1819.				
New Bedford, Mass.			70.11	
Augustus	Ship			
Iliance	Brig		Gardner	
Commodore Decatur.	do		Tacken	
	. do		—— Chadwick	
Francis	Ship	321	- Whittens	
leorge and Susan	do	321	Bennett	
Jieaner	Brig		Leslie	
	Ship		Hathaway	
ris Mercator	. do		Swain	
Minerya	do		Pease	S. & C. Russell
Months	do	::	Chase	
Maria Minerva	Brig	. 1	Williams	
Midas	Ship	321	Smith	
Pacific	do		Timothy Daggett	I. Hewland, jr., & Co
Dishmond	do		Price	
SwiftTimoleon	do	34	George Randall	I. Howland, jr., & Co
	1	1		
Westport, Mass.	Date:		Emery	
Industry	Brig	•	ramery	
Sag Harbor, N. Y.	1			
Abigail	Ship	1		
A meronous ?	do	25.		
Kair Halon	do	301		
Hannibal	do	30:		
Thomas Valson	do		Coffin	
Union	do	26	Usborne	
New York, N. Y.		1		
Diana	Ship		Coffin	
Н———	Brig		***************************************	
New London, Conn.	DL:-			
Carrier	Ship			
Fairhaven, Mass.		1		
Herald	Ship		Spooner	
Pindue	. do		Barrett	
Stanton				
Boston, Mass.				
John	Ship	172	Prince B. Mooers	******************
Dartmouth, Mass.	Ye=1		Chase	
William Thacher	Brig		Challed	
1820.				
Nantucket, Mass.				
A dlan	Ship	. 947	Robert M. Joy	F. Joy & Son
Alort	Brig		Peleg Brock	
Roston	Smp	. 185	Frederick Barnard	Samuel Mitchell & Bro
Tenthers	100			
Criterion	Senoone	τ		
Charles			Abraham Swain	John Cartwright & So
	do		Daniel Folger	Urlah Folger & Co
Columbus	J 10			
Dauphin	Sloop	. 27	Zimri Coffin	Gilbert Coffin & Sons.

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Managing owner or agent.

S. & C. Russell

1. Howland, jr., & Co ..

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wain John Cartwright & Son ger. Urlah Folger & Co..... Gilbert Coffin & Sons... Ger.

ggett I. Howland, jr., & Co...

HISTORY OF THE AMERICAN WHALE FISHERY.

sailing from American ports-Continued.

	D	ate—	Resul	t of vo	yage.		
Whaling- ground.	Of sailing.	Of arrival.	.perm-oil.	Whale-oil.	Whalebone.		Remarks.
atagonia		July 25, 1820	Bbls.	Bbln 1, 300	Lbs		row sick with scurvy.
brazil	July 17	June 24, 1820		1,500		1	
'atagonia	May -	Apr. 21, 1820 June 7, 1820 June 21, 1820				L	ast reported with 580 whale.
do	May -	June 7, 1820		1, 90		1	
Brazil	May -	May 24, 1820	0000	1, 00			
Pacific Ocean.	Oct. 15	Mar. 19, 1820				R	eturned with a cargo of elephant-oil and
Patagonia	May -		1	1			augar, ast reported with 1,600 sperm.
Pacific Ocean		July 19, 1821					ast reported with 1,500 barrels.
Pacific Ocean	Jan	June 7, 1825	1,20	(0		
Patagonia		July 23, 1820	11				
Pacific Ocean.	Sept	May 3, 182	0		00	. 1	ast reported with 550 whale.
Patagonia	May -	June 17, 182 Mar. 25, 182)	2, 20		• -	
Patagonia	June 18		0 18	2, 20	0 6,9		
Pacific Ocean.	May -	June 5, 182	2 2, 13	¥			Arrived at Newport; bought for New Bed-
Brazil	July -	June 5, 182 Feb. 13, 182	0	2,0	36 10, 1	05	ford 1819.
			1	1		- 1	
	100 -	May 10, 182	0 1	2:		.	
Atlantic	Aug	may 10, 100	-		1	1	
		1		1		- 1	Last reported with 600 whale.
Brazil	July -				**		Last roported With 1,200 Whates
	Today .	5					Last reported with 800 whale.
Brazil	July	. June -, -	-				Last reported with 1,400 whale.
do	July -			9 3	500		
do		June -, -	_				Last reported with 900 whale.
***********						- 1	
Patagonia		Apr. 12, 18			100		
	Aug.	1					
					200		
Patagonia			20	1,	900		a to a set of with 1 200 anorm
Pacific Ocean							Last reported with 1,300 sperm.
Determin	Oct.	30 June -, 1	820				Last reported with 850 whale,
Patagonia	0614	30 0 000 -, .					
		1		- 1			Last reported with 100 sperm.
***********			.				Last reported with 10 / 5 / 5
				- 1	1		
	- 1			- 1			
					1		Sold 1823.
Pacific Oces			1823 1 1899	, 601 255	100		
Atlantic Pacific Oce		20 Mar. 17.	1832 1	. 100			
do	June	14 June 5.	1 23 1 1	. 40.			
do	May	14 Apr. 13,	1623	401			Last reported in August with 60 sperm.
Atlantic Pacific Oce		20					Lost at Valparaiso. Had 1,600 sperr Saved 775 sperm and shipped it home.
			1903	1, 903			
do	July Sept	23 Apr. 1, L. 4 July —,	1823	1, 272			
Atlantic							Last reported with 25 sperm. Skinning voyage.
D . 1 . 1 . 1	atic	1					11 marmon B 7 0

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1820.			1	
Nantucket, Mass Continued.		1		i
Factor	Ship	297 297	John Maxey Shubael Brown	Baxter, Ewer & Co E. Mitchell & Co
Gen. Jackson Galen Heaper Huntress Improvement Independence Lucy Lady Adams Liberty Live Live Live Live Live Live Live Lima Mason's Daughter North America Ontario Oliver H. Perry President Phonix Pacific Planter Ruby Suerno	.do	993 314 240 99-	Affred Alley Moses Smith George W. Gardner John Flisher Seth Pinkham Reuben Joy, Ir Chrin, Burdick Onadish Coffin Jona, Swain, 2d Shubael Hussey — Coffin Henry Cuttle Nathmiel Gorbam Brown Obed Wyer Alexander D. Bunker — Coffin Shubael Cottle Franklin Chase — Job Coffin. Obed Ray James Bunker	John Jenkins & Co P. Chasé & Co P. & C. Mitchell F. G. Macy Gilhert Coffin & Sons G. & J. J. Barney O. Coffin & Sons Zenas Coffin O. Mitchell & Sons F. Joy Chris. Mitchell & Co T. Hussey & Sons J. Starbuck & Co Paul Mitchell & Sons J. Starbuck & Co Paul Mitchell & Sons Jared Coffin Josino Mitchell & A Mitchell & Sons Jared Coffin Josino Mitchell A Mitchell & A Mitchell
States Samuel	ob	290 287 194	Robert Inott	Zenas Coftin
Thomas Urchin Vesta William and Nancy	Brig Schooner	271	John Brown Holmes Tristram Folger	S. & O. Macy
New Bedford, Mass.				
Alliance Aun Alexander Com. Decatur Charles Cornelia	Ship Brig Ship Brig		Gardner	Samuel Rodman, jr
Eliza Barker Elizabeth Francis George and Susan	Schooner do	32	Rotch	
Independence	Brig Schooner Ship	r	Long Davis Coffin	
Minerva Milwood Midas Martha Minerva Smyth	. Ship do do do		Smith	
Ospray	Brig do Ship do do			Samuel Rodman, jr
Parnassa Russell Sophia Timoleon	do do do		Arthur	I. Howland, j., & Co
Traveler	Ship		Bunker	

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AND FISHERIES.

owing returns of whaling-vessels

1.	Managing owner or agent.
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	Baxter, Ewer & Co E. Mitchell & Co
n	E. Mitchell & Co
	John Jenkins & Co
rdner	P. Chase & Co P. & C. Mitchell F. G. Macy Gilbert Coffin & Sons
rdner	P. & C. Mitchell
	F. G. Macy Gilbert Coffin & Sons
r	G. & J. J. Darney
r k	G. Coffin & Sons.
	Action Commission
еу	O. Mitchell & Sons
ву	O. Mittenett & Sons
	F. Joy
rham	Chris. Mitchell & Co
	Children and Control
Bunker	T. Hussey & Sons Samuel Mitchell & Bros
Bunker	
ø	J. Starbuck & Co
	Paul Mitchell & Sons
186	Jared Coffin
	Jethro Mitchell
0 T	Paul Mitchell & Sons Jared Coffin Jethro Mitchell A. Mitchell Zenas Coffin
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HISTORY OF THE AMERICAN WHALE FISHERY.

sailing from American ports-Continued.

	D	ate-	Result	of voys	age.	
Whaling- ground.	Of sailing.	Of arrival.	Sperm oil.	Whale-oil.	Whalebone.	Remarks.
Pacific Ocean	Aug. 9 Oct. 8 Feb. 5 Feb. 21 Aug. 9 Oct. 8 Dec. 31 June 20 July 20	Ang. 16, 1823 Nov. 8, 1822 Jan. 12, 1822 Jan. 12, 1822 Jay 3, 1822 July 6, 1823 Sept. 6, 1823 Sept. 12, 1822 Apr. 8, 1823 Oct. 17, 1821		800 350 70 467		Built 1820. Captain Brown was accidentally killed on the voyage. Benjamin Swain, mate, died on the voyage. Sold out 1822. Altered from a brig 1820; sold 1823. Built 1825; sold out 1823. Skinning voyage. Last reported with 109 sperm.
Pacific Ocean Atlautic Pacific Ocean	Dec. 6 Dec. 6 Dec May 17 Nov. 29	July 6, 1823 July 6, 1823 July 6, 1823 July 10, 1821 July 8, 1823 Nov. 14, 1823	1, 108 1, 225 170 660 1, 948			Last reported with 200 sperm. Broken up at Nantucket 1s:23. Boarded and plundered by pirates. Captain Wyer died on the voyage. Built 1s:20 at Rochester.
Atlantic Pacific Ocean Atlantic Pacific Ocean .do	Aug. 9 July 1 Dec. 16 Dec. 20 Dec. 20 Aug. 27 Sept. 4 Oct. 25 Nov. 22 Aug. 4	Nov. 17, 1822 Aug. —, 1823 Nov. 17, 1823 Mar. 24, 1823 Apr. 8, 1823 July 9, 1823 Sept. —, 1824 Oct. 19, 1821	1, 639 1, 465 1, 920 1, 100 1, 100 1, 515	201		Condemnedat Oabu, 1822; oil shipped home Built 1820; soid 1823. Condemned at Rio Janeiro 1822; oil (1,80 sperm) shipped home; sold 139 sperm. Broken up at Nantucket 1823.
South Atlantic Patagoniado	June -	July 20, 182				The William and Nancy returned from whaling voyage November 27, 1820, clear Skinning voyage.
South Seas Pacific Ocean Patagonia do do Atlantic do Pacific Ocean Patagonia Pacific Ocean Brazil	Sept. 19	Aug. 5, 182 July 7, 182 July 1, 182 Dec. 27, 182 Sept. 18, 182 Dec. 12, 182 June 12, 182 Dec. 6, 182 Jan. 19, 188	1			Laura last reported with 150 aperil.
West'n Islande Pacific Ocean Brazil South Seas Pacific Ocean	June - July 2 Aug Dec	Apr. 9, 189 Nov. 13, 189		1, 40	4 466	Last reported with 1,200 sperin.
do	July 2 Dec. Aug. July 9 May May May	Apr. 12, 185 5 May 4, 185 5 Feb. 20, 185 6 Mar. 10, 18- 8 July 5, 18- 0 Oct. 7, 18- 15 Dec. 8, 18- Apr. 5, 18	21 47 23 Full 23 Full 24 28 23 Full 22 1, 50 22 1, 50 22 30	0 1,92	0	3

Table showing returns of whaling-vessels

				210 2 22 71	
Name of vessel.	Class.	Tounsie.	Captain.	Managing owner or agent.	
1820.					
New Bedford, MassContinued.					
Wilmington and Liverpool Packet William and Eliza	Ship do		Paddock		
William Thacher William Rotch	Brig Ship		Chase		
Fairhaven, Mass.				1	
Leonidas Pindus	Ship		Potter Bennett		
Westport, Mass.			Allen		
Almy	1				
Industry	do		Machore		
Polly and Eliza Susan Traveler	Sloop Brig		Warner	***************************************	
Rochester, Mass.					
Orion	Brig		Luce		
Falmouth, Mass.				Tilitate Gentle	
Sarah Herrick	Brig	150		Elijah Swift	
New York, N. Y.					
Caroline Ann	Ship		Jenkins		
Diana	Shin		Paddock		
Eliza Barker		1	Alley		
Trident	do		Reuben Coffin		
Salem, Mass. Gen. Knox	Ship		Orne		
Polly					
Newport, R. I.	Dila				
Newport, R. I. Courier			William Fitzgerald Reuben Swain	S. and J. Whitehorn Robinson Potter	
			the moon to a man		
New London, Conn.	Dele		Davis		
Mary Ann	do		Coffin		
Sag Harbor, N. Y.					
Abigail	Ship	254	Sauto		
Argonaut	do		Sayre		
Julius Cæsar	Ship		Oliver Fowler		
Marcus	do	283	Smith		
Ontario	do		Post		
Union			Овытпе		
Boston, Mass.					
Beverly	Ship	49e	Elias Cocley	. Israel Thorndike	
Edgartown, Mass.					
Apollo	Ship		Daggett		
John	l do		1 Morton		

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Pacit Braz owing returns of whaling-ressels

Managing owner or agent. md..... Elijah Swift 18. ok gerald... S. and J. Whitehorn... Robinson Potter т..... no Israel Thorndike tt

HISTORY OF THE AMERICAN WHALE FISHERY. miling from American ports-Continued. Result of voyage. Date-Remarks. Whalebone Whale oil. Whalingsailing. Carrival. 5 Patagonia June — Dec. 27, 1823 2, 660. Bbla. Lbu. The largest quantity to date. Last reported December, 1821, with 1,500 sperm.

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Pacific Ocean. June 11

Pacific Goean. Ang. 9 Feb. 26, 1*23 Aug. 9 July 3, 1821

5ta Belleisle... Sept. 1, 1820

| West'n Islands | June | Oct. 17, 1820 |
| Atlantic | June | May | 1821 |

Cape de Verdes June 25

Falkland June 6, 1821

..... Aug. -

Atlantic June 17 ______, 1822 300

July 22 Apr. 9, 1821 897 Juno -, 1821 400 400 1 Juno 1, 1821 1, 145 2, 375

Patagonia Aug. 22

Pacific Ocean

Full of sperm. Crew sick with sourvy. 806 Went cod-fishing and whaling; brought 91,000 cod-fish.

Reported June, 1821, with 1,830 sperm.

Last reported with 200 sperm.

..... Last reported with 150 sperm.

Withdrawn.

Last reported with 130 sperm.

On a sealing-voyage principally. Brought home 5,000 skins.

Pacific Ocean . Nov. 3 July 9, 1823 1, 900 300 Second mate killed by a whale.

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Last reported with 1,200 whale. Returned in September with a sprung mainmast; sailed again in 1820.

Pacific Ocean . Dec. 13 Mar. -, 1824 2, 400 Reported nine months out with 1,400 whale. Not on the custom-house clearances.

Table showing returns of whaling and,

Name of vessel.	Class.	Топпаде.	Captain.	Managing owner or agent.
1820.				
Provincetown, Mass.				
Laurel	Schoonerdo		CookA woodSoperSmalleyCookSmith	
New Haven, Conn.				
denry	Ship		Uriah Coffin	Forbes & Goodrich
, N. Y.				1
Caroline AnnEilza Barker	Ship do		Coffin	
1921.				
Nantucket, Mass.				
AnnAlexanderConstitutionCyrus	Schooner Ship do Sloop	421 315 345	Perry George B. Chass David Swain, 2d Elisha Folger, jr	Gardner & Switt Zenas Colliu
Equator	Ship do Schooner	962 335		Myrick, Folger & Co J. & L. Starbuck
GangesGideon	Ship	804	Obed Clark	Gideon Gardner
George George Portor Hyoso Industry Iris John Adams	do Schooner Ship Schooner Sloop Ship	290	Macy	Robert Coggeshall Zenas Coffin Barnard & Macy
John AdamsLion	do	968		Peleg Maey, jr
Loper Mason s Daughter Marthy Oeno Oliver H. Perry	Sloop Ship do Schoone	. 329	John H. Pease	Aaron Mitchell
Peru Ploughboy Phenix	Ship do	. 301	William Chadwick	
Roxana	do	. 23	Alexander Ray	Reuben Starbuck
Spartan	do	333		
Thomas	do	20		K. Starbuck
Urchin	Brig		. Chadwick	
Weymouth	Ship	. 32	9 Moses Harris	
Salem, Mass.				
Nancy	Brig		Upton	S. White
New Bedford, Mass. Ann Alexander	Ship		. Covell	

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AND FISHERIES.

howing returns of whating and els

in.	Managing owner or agent,
od	
	Forbes & Goodrich
hase 1, 3d er, jr ey ey	Gardner & Sw.it. Zenas Collin Myrick, Folger & Co. J. & L. Starbuck Glideon Gardner J. & B. Burnell
oores es iin ker, 2d	Robert Coggeshall Zenas Coffin Barnard & Macy
k	Peleg Macy, jr
mry Coffin	Aaron Mitchell
adwickis	Reuben Starbuck
in. 2d Russell le	TF Ct - ab - ab
lwick	
on	S. White
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sailing from American ports-Continued.

	De	ite-	Result	of voy	age.	
Whaling- ground.	Of suling.	Of arrival.	Sperm-oil.	Wheleoil	Whalebone.	Remarks.
do		Nov. —, 1891 Oct. —, 1891 Oct. —, 1891 Oct. —, 1891 Oct. —, 1891 Oct. —, 1891	Bbla. 214 164 994 964 264 84	****		6.13.1994
Pacific Ocean	Dec. 16	Nov. 18, 1823	1, 800	200		Made a losing voyage. Sold 1894.
Pacific Ocean	Dec. 21		1, 050			
Atlantio	Oct. 3 Aug. 19 June 24 Nov. 8	May 2, 1834 July —, 1823 Mar. 10, 1825	10, 111			Built 1921 at Hanover. Last reported with 100 sperm.
Pacific Oceando	Feb. 28 Nov. 13 July 16 Aug. 15	July 6, 1823 Aug. 4, 1824 Mar. 31, 1824				Last reported Aug. 36 with 60 sperm.
do	Aug. 21					Condemned at Saint Bartholomew's; had 444 sperm, 214 whale.
do	Oct. 3 Aug. 18 Apr. 29	Dec. 10, 1894 Dec. 10, 1824 June 10, 1829 May 6, 1894 Dec. 30, 1821	1, 59	95 95	0	Sold to New Bedford 1994. Brought also 1,000 seal-skins.
Pacific Ocean .	June 23	Aug. 22, 1823	1, 10			Captain Bunker died; the mate and boat's crew were lost. Sold to New Bedford 1:24.
do	Dec. 12 June 24					Built 1821. Lost on rocks going into Fan- ning's Island. Had 1,400 sperm; saved 250.
do	Ang. 20					Condemned at Port Royal March, 1822.
Pacific Oceando	Dec. 19	July 24, 183		Si 6		Reported August 13, 1921, homeword bound, with "80 or 180 sperm."
Pacific Oceandodo	Mar. 4 July 31 Sept. 10	Apr. 26, 182 May 11, 182 Apr. 30, 182	4 16, 41):		Built 1821. Built 1821 at Rochestor. Temporarily
do				90	34	Sold out 1894. Condemned at Saint Bar- tholomew's subsequently.
do	. Aug. 2	Apr. 30, 188	1, 5	65		Second mate, Ensign Rogers, drowned by a foul line. Sold out 1825.
do	June 1	3 Feb. 14, 104				W. Crew saved by the Martha, Captain
Atlantic	1 -			70		Last of 1821 reported on Brazil, with 500 whale.
Pacific Ocean	June 2	3 Mar. 25, 18	1,9			
Falkland an N. S. Shetl'd	d	. May 27, 18	22	. 1		Brought also 1,800 scal-skins.
South Seas	May -	_ Apr. 25, 18	22	1, 1	500	

Table showing returns of whaling-result

New Reiferd, Mass. New Reiferd, Mass. Brig. Ashley. Covell Interest Covell Covel			Tennage		
New Beiford, Mass. Brig Ashley Covell County Covell	A STORE A				
Mispen	1991.		- 1		
Ship Cove	New Bedford, Mass.				
Section Sect				Ashley	
Section Sect	.bigail	Bhip		Covell	
	iliteration	do		- Gardner	
Clear Clea	amilina	do		- Gardner	
Citas Barker Liorida Ship Liorida Ship Liore Lord Shap Lord Correct Lord Shap Lord Correct	om. Decatur			Tillon	
Solid Soli	liza Barker	Behoone		Howland	
	iorida	Ship		Rice	
	and Return			Terry	Change Hamband
Indian Chief	porgo and Martia			Randall	
rin de	ndian Chief	Brig		Nye	
Section	ndependence			Hammond	
Schooles Schooles Schooles Schooles Schooles	110	-do		Long	
Ship Coffin Spooner		Schooner		Long	
Marth do	oring	Bhip		Coffin	
Marth	lidam	uo		Sponor	
Merentor do	linerva	do	.,		
Merentor do	furtha	do		Perry	
Burgess Samuel Rodman Samuel Rodman Section Samuel Rodman Section Sectio	Inria Theresa	do			
Secific	liwood		i. l	Burgess	
President	tatyland			Folger	
	acito			Whitheld	******************
Dartia Ship Ray Ray Relations	Innter	do		Long	
Rice	rotection	do		- Wainer	
Rice	ortia	Ship			
Section Sect	dichmond			Swain	
Finoleon	wift	do		John Pinkham	T. S. & N. Hathaway
Victory	Cimoleon.	do		Charles Starbuck	I. Howland, jr., & Co
Wilmington and Liverpool Packet do	Triton	do		Zephanian Wood Runker	
Wilmington and Liverpool Packet do	Vinslow	do		- Clark	
Fairhaven, Mass.					
Arab.	Vilmington and Liverpool Packet	do		- Brigge	***************************************
Amason	Fairhaven, Mass.				
Amazon	\rah	Ship		Gibbs	
Maybe Mayb	\ mazon	do			
Pindus	olambus			Shoarman	
Telamachus Schooner Hitch	indua	do		- E'dridge	
Almy	Celamachus	Schooner		- Hitch	
Almy	Waterout Mass				
Amafond				35 - 3	
Industry	Almy	Brig		- Maynew	
Polly and Eliza	ulustry	do		Cory	
Edgartown, Mass. Schooner Coan Ship Tilton Coan Planter Brig Pease Pamer Schooner Coborn Cobor	Polly and Eliza	do			
Hope	[raveller	do		Dyer	
Hope	Edgartown, Mass.				
Loan		Schooner			
Painter Brig Pease Paimer Schooner Ueborn Boston, Mass.	oan	. Ship		Tilton	
Boston, Mass.	Planter	Brig		Pease	
	Palmer	Schooner		Usborn	**********
	Boston, Mass.				
		Ship	309	Jethro Coffin	
	Hone Broke				

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HISTORY OF THE AMERICAN WHALE FISHERY.

owing returns of whaling-result

			D	Result of voyage.			•		
lo .	Managing owner or agent.	Whalings ground.	Of sailing	Of arrival.	Spermeil.	Whale-sil.	Whalehone		Remarks.
						1	u. Lb		
F		Pacific Ocean Japan Pacific Ocean Brazit Facific Ocean	June 1 July — Apr. 14	Sept. Apr. 14 - 624 June —, 1824 Apr. 25, 1824 — —, 1821	1,6	00 0K	106	r	Balcana last reported with 1,500 sperm.
er	George Howland	Cape de Verdes Pacific Ocean South Seas Pacific Ocean South Seas Cape de Verdes Pacific Ocean	Dec. — May — Sept 24 Apr. 18	May 4, 182 Apr. 93, 183 Mar. 94, 183 Mar. 13, 183	1 1,9	9, 100 9,	900 556		
ond		Brazil	May -			101	800		Lost on Poru. Reported November 8, 1821, with 1,100 whale.
e	Samuel Redman	Pacific Ocean- south Sensdo do do Pacific Ocean Buzil	Dec. 3 May -	Mar. 30, 183 June 5, 183 Apr. 26, 183 Nov. 11, 183	19 13 14 14 14	300	750 006 700		Belonged to Havre, probably. Last reported with 1,400 whale.
del		Cape de Verde Brazil Pacific Ocean do	May	May 5, 15 Aug. —, 18 Apr. 29, 18 3 Mar. 3, 18 June 28, 18	22 22 23 23 23 24 1	140	50L		*
ick	T. S. & N. Hathaway I. Howland, jr., & Co do	Brazil Pactific Ocean Brazil South Atlanti	Mny Aug.	- May 26, 18 - Apr. 13, 18 - May 3, 18 - Apr. 26, 18 - Sept, 16	1923 1923 1923	COC	1, 300 1, 000		Captain Wood died at asa. Second mate, Prince Look, killed by a whale.
		Pacific Ocean	Apr.	12 Dec. 27, 18	993 1	, 600			a sub man hamala
an		New Zealand Brazii Pacific Ocean Brazii do West Indies	June May Aug.	May 20, 1 Tune 5, 1 May 17, 1 May 23, 1	+63 +63 892	1 007	1, 100 1, 500 600		Arab last reported with 350 barrels. Reported Feb., 1832, with 600 whale. Last reported with 80 sperm.
v v		Mexico C. de Verdes C. de Verdes		Mar. 24, 1	1899	71			Last reported with 70 sperm.
		Pacific Ocea	July	1	:	1,700			Tout reported with 33 barrels.
		Pacific Ocea	n Jan	6 Nov. 4,	1823	1, 100	30		The Hope was condemned at Fayal,in 18— sailed whaling from there several year under the same of Perseverance; finally lost at sea.
aan	Israel Thorndike	Brazil Pacitle Ocea	May	7 19 Sept. 6, Oct. 18,	1822 1834	30 2, 000	220		

Table showing returns of whaling-ressels

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Name of vessel.	Class,	Tounage.	Captain.	Managing owner or agent.
1821.				
Provincetown,* Mass.	Dain			
harles	Brig Schooner		Grozier	
aurel	Ship		Cook	
finerva	Schooner		Soper	
	Ship Schooner		Cook	,
C.19943	do		Smalley	
Prosident	do		Soper Smith	
Sophronia	. do		- Smith	
Vesta	. do		—— Holmes	
New York, N. Y.		1		
Charity	Brig		Barnard	
Dawn	Ship		Gardner	
Diana	do		Aaron Paddock	
	do		Brown	
-				
Newport, R. I.	Ship		Joseph Earl	. Whitton & Ruggles
Frederick AugustusGeorge and Mary	do		James Townsend	. Bowen & Ennis
James Munroe	Sloop		Palmer	
Stonington, Conn.				
Essex	Sloop		Chester	
New Haven, Conn.				
Huron	Ship		Davis	
Dartmouth, Mass.				
William Thacher	Brig		Chase	
, R. I.				
Emily	Brig		Mayhew	
New London, Conn.		1		
Carrier	Ship		Swain	
Com. Perry	Brig	•		
Mary Aun	do		Coffin	
	do			
Digarro	do			
Stonington	Ship		- Coffin	
Sag Harbor, N. Y.				
Andes	Ship			
Abigail	do		Green	
Fair Helen	do			1
Julius Casar	do			
Octavia	.l., do		. Treen areas	
Thorn	do		. Gardner	
Warren, R. I.				
Rosalie	. Ship			
Plymouth, Mass.				
Mayflower	Snip		0 Harris	
Falmouth, Mass.				

owing returns of whaling-vessels

Managing owner or agent. 1 y d. Whitton & Ruggles... Bowen & Ennis or is

Chase Elijah Swift

* Some of these vessels

HISTORY OF THE AMERICAN WHALE FISHERY.

ailing from American ports-Continued.

	Da	ţ ('	Result	of vo	yage.	
Whaling- ground.	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalelune.	Remarks.
					1,08.	
Atlantic	Apr. 10 Apr. 23	Nov. 16, 1821 Nov. 16, 1821 Sept. —, 1821 Oct. 18, 182			-	Last reported, Aug. 12, with 190 sperm. Neptune last reported with 70 sperm. Nero last reported with 60 sperm. President last reported with 120 sperm. Sophronia last reported with 35 sperm.
N. S. Shotland Pacific Ocean	1.	May -, 182 Apr. 13, 182	2	1"		Brought 8,000 seal-skins and some oil-
do Brazil		June 8, 189	3 1, 2			Last reported 1,300 whale.
Pacific Ocean Brazil N. S. Shetlan		Feb. 28, 189 May 24, 189 Apr. 20, 189	24 2, 0	1, (900,	Full of oil and fars.
N. S. Shetlan	d	Apr, 18	22		200	. Brought also furs.
		. ,				Last reported at "Yankee Harbor" with 12,000 skins and 700 barrels oil.
Brazil						
Pacific Occa Brazil N. S. Shetla Brazil	and July	28 July 12, 1 22 Mar. 26, 1 May —, 1	823 2 820 823 822	81 i	,544 2,5 300 381	Also 1,200 for akine.
do Pacific Oce Brazil	June July an Nov.	6 Apr. 4, 15 Mar. 24, 18 May 8,	1822 1823 1823	63 1, 880	534	Built 1821.
Brazil	Oct.	29				
Danitio Oc	ean July	Mar.	10.00		1, 700	Last reported with 1,350 sperm. Last reported with 1,400 whale.
Pacific Oc	ean . Jul	y - Dec. ?	, 1824		,	
Pacific O	cean Sep	t June 3	, 1824	2,000		Built 1821.
Pacific O also hail	cean . De from Bosto	e. — Oct. —	, 1894	2,000		Built at Wareham, 1991.

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain,	Managing owner or agent.
1822.				
Nantucket, Mass.				
Atlantic	Ship Brig Ship Schooner Ship	321 301 187	Sylvanus Russell Charles Ray Peter Coffin Cohb George Joy	John B. Macy
Dove	Brig		William Collins	Joseph Winstow
Diana Dolphin	do		Charles Macy	
Dispatch Enterprise Franklin Foster Franklin Francis Franklin Francis Franklin Friendship Golden Farmer Globe	SloopShipdododoSchoonerdoShipdo	294	Elihu Coffin Shubnel Chase Josiah B. Whippey Coffin Alfred Alley	John Cartwright Paul Mitchell & Sons Daniel Jones
HeroIndus	Ship	313 26:		S. L. and J. Starbuck Val. Hussey & Bros
Industry Independence John Jay Japan Kingston Lady Adams	do do do do do	359 217 339 319 230	Alexander Drew Shubael Hussey Alexander Perry	Aaron MitchellZ. and G. Coffin
Lydia Maro Maria Nanes Maria Nanes Ocean O. H. Perry Peruvian Paragon Rambler Sonth America Syren Thetia Tarquin Thomas Washington Mashington Mashington	Sloop Ship Schoone Ship do do do Sloop Sloop Ship do	313 363 349 339 310 39 39 276	Richard Maey George W. Gardner Luce. Luce. Tim. Fitzgerald Edward Clark Henry Bunker. William Worth, 24. Stephen West — Gardner. Brown Daniel Bunker. Denjamin F. Coffin.	C. Mitchell & Co
New Bedford, Mass.			Dates	
Ann AlexanderAlliance	Ship		Bates	
Bourbon Commodore Rodgers Dragon Elizabeth Eliza Barker Elizabeth	Brig	r	- Smith - Aikin - Blackmer - Howland	
Florida	Ship do do do Brig do Ship do		Price	George Howland

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sailing from American ports—Continued.

			D	ate-	Res
ı. 	Managing owner or agent.	Whaling- ground.	Of sailing.	Of arrival.	Sperm-oil.
ns	John B. Macy Griffin Barney Joseph Winslow John Cartwright Paul Mitchell & Sons Daniel Jones	Pacific Oceandododododedododo VerdesBrazildodo Verdesdodododododododo	June 23 Jan. 16 Dec. 18 Jan. 24 Oct. 31 June 3 May 28 Sept. 3 June 11 June 24 Aug. 15	Dec. 23, 183 July 1, 189 Jan. 27, 183 Dec. 27, 183 Aug. 9, 183	1, 1, 3 1, 3 4 3 2, 4 1, 24 1, 24 1, 22 1,
th	S. L. and J. Starbuck Val. Hussey & Bros	Pacific Oceandodo	Jan.	4 Feb. 9, 18	24 5
rewsey	Aaron Mitchell Z. and G. Coffin	C. de Verdes Pacific Ocean do do do do	Sept. Jan. July July	Nov. —, 18 July 24, 18 Oct. 20, 18 Dec. 8, 18	122 125 121 1325 1324
y y ardner ald k k er rth, 2d st er c Coffin in, 2d	C. Mitchell & Co	do	Aug. Nov. Aug. Aug. Jan. June Jan. May	2 Apr. 17, 1 Apr. 27, 1 9 Oct. 16, 1 17 Apr. 16, 1 9 Apr. 2, 1 11 Jan. 18, 9 Mar. 22, 1 13 July 5, 1 Sept. 13, 9	824 824 824 824 824 823
pek mer and	William C. Nyo.	South Seas Pacific Ocer Brazil	Dec May May May Jan Jan	Fob 99	1823 1823
ailence		South Sens Pacific Occ South Seas Pacific Occ Brazil do do	an . Sep Jui	77 00	, 182 , 182 , 182 , 182 , 182 1, 182

	D	ate-	Result	of voy	age.		
Whaling- ground.	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.		Remarks.
acific Ocean do	Dec. 18 Jan. 24 Oct. 31 June 3 May 25 Sept. 1 June 2 Aug. 1 May June 1 Jan. June 2 Aug. 1 Jan. June 2 Aug. 1 Jan. July Mar. Aug. Nov. Aug. Aug. Aug. Aug. Aug. Aug. Aug. Aug. Aug.	Aug. 2, 1822 ——————————————————————————————————	1, 144 1, 810 1, 144 1, 160 1, 164 1, 164 1, 166 1, 164 1, 166 1, 164 1, 166 1, 164 1, 166 1,	214 214 3 3 4 4 Clear 3 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5	227	Ne Return Sold per Selection Spin Sold per Selection Sold Per Selectio	Boston was probably transferred to w York and arrived there May 9, 1825, mred September 15, 1822, with 290 erm, and sailed again November 13, report. 550 barrels at River Francisco, at 75c, r gallon, and relitted. Samuel sterry, cond mate lost overboard, 1824. It 1822 at Haddam, Conn. I out 1825. this voyage and on this ship occurred ne most horrible mutiny that is removed in the same of the whale-bakery own any port or nation. (See History.) rzillai Luce, first mate, drowned 1832. mned wholly by blacks. Ilt 1822 at Scituate. Ilt 1823 at Scituate. Ilt 1824 at Scituate. Ilt 1825. Sent nome 70 sperm. Ilt 1824 at Haddam, Conn.
South Seas Pacific Occo Brazil South Seas Patagonia Cape de Ve Mexico Pacific Occ	Dec May May May Jan Jan		1823 1823	i i	800	1	condemned at Buenos Ayres December 15, 1925. Selonged to Havre, France. Brought a cargo of elephant-oil. Captain Clark died on the voyage. Returned full. Probably owned in Westport.
South Seas Pacific Occ South Seas Pacific Occ Brazildo Pacific Occ	Set Ju	Tee. 05	1993	2,000 1,900 550	2, 000 2, 050 9 150	,000	First mate killed by a whale. At Newport December 19. Probably belonged in Fairhaven.

Table showing returns of whaling-vessels

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West W. Is W. Is

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Name of vessel.	Class.	Captain.	Managing owner or agent.
THERE OF TOSHOL	Tomas		agone.
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	=		
1822.			

New Bedford, Mass.—Continued. Mercury	Ship	William Austin	I. Howland, jr., & Co
Midas	do	—— Spooner Daniel Wood	
Minerva	Brig Ship	Wood	
Massachusetts	do	Catheart	
Milwood Nantilus	Brig	Covill	
Planter	Ship	Worth	
Packet	. do	- Delano	
Pacific	do	Ray	Andrew Robeson
Russell	do	Swain	Andrew Robeson
Telemachus	Schooner	Long	
TimoleonVictory	Ship	Charles Starbuck	
William Rotch	do	Tobey	
Fairhaven, Mass.			
Amazon	Ship	Eldredge	
Pindus	. do	Neil Townsend	
Stanton	do	Burtch	
Westport, Mass.	1		
AlmyColumbus	Brig	Mayhew	
Industry	do	Parker	
Polly and Eliza	do	Wilbur	
Traveller	do	Phelps'	
Boston, Mass.			
Λr dent*	Brig	Samuel Soper	
Cadmus	Ship	Cary	
Charles	do	B. Coffin	Bridge & Brown
Fair Lady*	Scheorer	Grozier	
Laurel*President*	Brig Schooner	Cook	J. Russell
	. Senooner	1 8140	J. Attaoness
Edgartown, Mass.	Ship	Daggett	
Almira	Ship	Daggett	
Plymouth, Mass.			
Fortune	. Ship 280	Peter C. Myrick	
Marblehead, Mass.			
Lavalette	Schooner	—— Colby	Benjamin Knight
New Haven, Conn.			
Thames	Brig	Reuben Clasby	N. H. Whaling Co
New London, Conn.			
Ann Maria	Ship		
Connecticut	do		
Jones	do	Coit	
PizarroThaines	Brigdo	Rice	
Author			vessels clearing from Boston

Remarks.

Result of voyage.

Whale-vil. Whalebu

Sperm-

howing returns of whaling-vessels

miling from American ports-Continued.

Whalit.

Date-

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Of

Pacific Ocean .. Oct. 10 Oct. 29, 1825

belonging, undoubtedly, to Provincetown.

in.	Managing owner or agent.	
tin	I. Howland, jr., & Co	
ırt	1. 110W and, jr., w. Co	ı
y		ı
eld	Andrew Robeson	ı
buck		
sond h		
ew		
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9 r		
	Bridge & Brown	
er		
ett		
rick		
ÿ . 	. Benjamin Knight	
sby	. N. H. Whaling Co	
sker	and a descript from Batton	
any small	vessels clearing from Boston	

| Mar. 11, 1825 | 2, 205 | 71 | 572 | 732 | 733 | 74 | 74 | 752 | 74 | 752 | 74 | 752 | 74 | 752 | 74 | 752 | 752 | 752 | 752 | 753 | 752 | 753 | 752 | 753 | 753 | 753 | 753 | 753 | 753 | 753 | 753 | 753 | 753 | 753 | 753 | 753 | 753 | 753 | 753 | 753 | 753 | 753 | 753 | 753 | 753 | 753 | 753 | 753 | 753 | 753 | 753 | 753 | 753 | 753 | 753 | 753 | 753 | 753 | 753 | 753 | 753 | 753 | 753 | 753 | 753 | 753 | 753 | 753 | 753 | 753 | 753 | 753 | 753 | 753 | 753 | 753 | 753 | 753 | 753 | 753 | 753 | 753 | 753 | 753 | 753 | 753 | 753 | 753 | 753 | 753 | 753 | 753 | 753 | 753 | 753 | 753 | 753 | 753 | 753 | 753 | 753 | 753 | 753 | 753 | 753 | 753 | 753 | 753 | 753 | 753 | 753 | 753 | 753 | 753 | 753 | 753 | 753 | 753 | 753 | 753 | 753 | 753 | 753 | 753 | 753 | 753 | 753 | 753 | 753 | 753 | 753 | 753 | 753 | 753 | 753 | 753 | 753 | 753 | 753 | 753 | 753 | 753 | 753 | 753 | 753 | 753 | 753 | 753 | 753 | 753 | 753 | 753 | 753 | 753 | 753 | 753 | 753 | 753 | 753 | 753 | 753 | 753 | 753 | 753 | 753 | 753 | 753 | 753 | 753 | 753 | 753 | 753 | 753 | 753 | 753 | 753 | 753 | 753 | 753 | 753 | 753 | 753 | 753 | 753 | 753 | 753 | 753 | 753 | 753 | 753 | 753 | 753 | 753 | 753 | 753 | 753 | 753 | 753 | 753 | 753 | 753 | 753 | 753 | 753 | 753 | 753 | 753 | 753 | 753 | 753 | 753 | 753 | 753 | 753 | 753 | 753 | 753 | 753 | 753 | 753 | 753 | 753 | 753 | 753 | 753 | 753 | 753 | 753 | 753 | 753 | 753 | 753 | 753 | 753 | 753 | 753 | 753 | 753 | 753 | 753 | 753 | 753 | 753 | 753 | 753 | 753 | 753 | 753 | 753 | 753 | 753 | 753 | 753 | 753 | 753 | 753 | 753 | 753 | 753 | 753 | 753 | 753 | 753 | 753 | 753 | 753 | 753 | 753 | 753 | 753 | 753 | 753 | 753 | 753 | 753 | 753 | 753 | 753 | 753 | 753 | 753 | 753 | 753 | 753 | 753 | 753 | 753 | 753 | 753 | 753 | 753 | 753 | 753 | 753 | 753 | 753 | 753 | 753 | 753 | 753 | 753 | 753 | 753 | 753 | 753 | 753 | 753 | 753 | 753 | 753 | 753 | 753 | 753 | 753 | 753 | 753 | 753 | 753 | 753 | 753 | 753 | 753 | 753 | 753 | 753 | 753 | 753 | 753 | 753 | 753 | 753 | 753 | 753 | 753 | 753 | 753 | 753 | 753 | 753 Pacific Ocean . Pacific Ocean
Atlantic
S ath Scas
Pacific Ocean
do
do
Africa
South Seas _____ June 16, 1823 | ... | 1, 650 | ... | Crow badly troubled with scur**vy.** | May 24, 1823 | ... | 1, 300 | ... | Crow badly troubled with scur**vy.** | Jan. 31 | Apr. 25, 1824 | 1, 850 | ... | Braz11..... Pacific Ocean . do May — July 13, 1823 Aug. 21, 1823 July 9, 1823 West Indies W. Islands.... Aug. 5 W. Islands.... On the next voyage of the Ardent she was wrecked at sea, and nine of the crew lost. The captain and four men were rescued by a New York packet. 200 Mar. 4 Oct. -, 1822 Atlantic Pacific Ocean .. | Feb. 6 | May 8, 1824 | 2, 300 | Sept. 10 | Sept. 20, 1825 | 2,000 Built 1822. Pacific Ocean . Atlantic Apr. 8

Built 1822.

Table showing returns of whaling-ressels

Name of vessel.	Clnss.	. Tourage.	Captain.	Managing owner or agent.
1822.				
Sag Harbor, N. Y.				
Andes Argonaut Fair Helen Gen. Scott. Hunnibal Ocean Octavia Thorn.	Ship do do Erig Ship Sloop Ship do		Griffing Sayre Sayre G. Post H. Green Gardner	
Eight ships sailed from Sag Har- bor in 1822, returning in 1823 with 1,842 sperm, 9,731 whale, 45,800 pounds bone.				
Stonington, Conn.				
Hydaspe	Ship	318	Peter Paddack	B. Pendleton
Falmouth, Mass.	Schooner			
Salome	26Hoone.			
New York, N. Y. Dawn Neptune	Ship	::	Gardner	
Provincetown, Mass.				
Several Provincetown vessels are placed under the head of Boston.				
Four Brothers Gen. Jackson Hannah & Eliza Mary Neptune Olive Branch Seventh Son Sophronia Vesta	Schronerdodododododododododododo		—— Atkins —— Cookdo— CookRider	
Tiverton, R. I.				
Amstel	Brig	116	Almy	
Rochester, Mass.				
Pocahontas	Brig		Johnson	
Newport, R. I.				
AllianceGeorge and Mary	Ship	::	James C. Swain Frederick Winslow	Clark & Fowler Bowen & Ennis
Boston, Macs.	Chie	01.	Barna Coffin	
Charles	Ship	210	Daries Comm	
1823.				
Nantucket, Mass.			2-41- (1-00 c 1-	Paul Magn
Aurora	Ship do do Sloop	291	James Britton	Paul Macy Samuel Mitchell & Bro J. Winslow
Dauphin	Ship	27:	Obed Swain	
Diana	Brig Ship	26:	Joseph Barney Benjamin C. Chaso	

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owing returns of whaling-ressels

	Managing owner or agent.
1	3. Pendleton
n	
	Clark & Fowler Bowen & Ennis
hanne	Paul Macy
r	Gilbert Coffin & Sons

talling from American ports—Continued.

Result of voyage.

	Date)—	Result	of v	nyage.		
Whaling- ground.	Of sulling.	Of arrivals.	Sperm-oil.	Whale-oil.	Whalebone.		Remarks.
Brazil		far. 5, frem an. 29, fed une – 182 May 31, 183		1, 40	н 11, 000 50		
Pacific Ocean		Sept,	. 1, 6	00	1, 40	00 В	uilt 1×22.
Pacific Ocean Patagonia		Apr. 13, 10 Aug. 21, 10	-21 2, i	300 70	750		
Atlanticdodododododododododododododododododo	May – Jan. –	Oct. —,	1802	200 180 106 100 90 60			
West Indies		June 19,	1823	75			
Atlantio							Last reported with 35 sperm.
Pacific Ocea Brazil	n		, 1824 , 1823	2, 200	1,000		
do	July	6					
Pacific Oce Brazil Pacific Oce Mexico	an . Apr.	Sept.	7, 1526 9, 1823	1,550 1,79 200			Condemnedat Rio Janeiro 1823 or 1824. S-ld to New Redford 1826. The Dove sailed again in 1823; arrived a Philadelphia August 27, 1824, with 13 sperm and 2 live sea-elephants. Thomas Clark, 2d mate, killed by a whale
Pacific Occ	1				Clean		May, 1824
Atlantic Pacific Occ	oan Oct. Feb.	2 Feb.	5, 1826	1, 42	1		Sold to New Bedford 1950. Lost on the island of Ohiteroa.

Table showing returns of whaling-ressels

Name of versel.	Class.	Toutise.	Captain.	Managing owner or agent.	
1823.		* 1			
Nantucket, Mass Continued.					
actor	Ship	49	John Maxey	************	
lesper	. do do do do	96 311; 956 314 356	Reuben Kelley	J. J. Barney V. Hussey & Bros Aaron Mitchell Paul Mitchell & S Ds L & J. Statback Gardner & Switt	
New Bedford, Mass.					
Ann Alexander libourbon li	Ship, do	1:	Bowen Covell Joy Smith Bates Blackmer Gardner Chase Terry Joy Maxhew Peed Burgess Hillman Spooner Whitfield Covell Rawson Tilton Delano Carell Carleart Charles Sarbneck Adams Sprague	J. A. J. Howland I. Howland, jr., & Co. Joseph Rotch	
Westport, Mass. Columbus	Brig	1			
Fairhaven, Mass.					
Amazon Columbus Herald	Ship do do		Brock		
Sag Harbor, N. Y.					
Andes Argonaut Fair Helen Gen. Scott Hannibal	do		dodo		
Marcus	do do Sloop				
			Gardner		

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Pacific (

do Bazd Pacdic Forzil Pacific do do do Brazil do

Pacific Brazil de Cape e Brazil de South

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HISTORY OF THE AMERICAN WHALE FISHERY.

ing returns of whaling-ressels

					CONTRACTOR STATE		
1 may	After a secondarion of the secon	Da	186,	Result	of voy	age.	
Managing owner or agent.	Whaling- ground.	or sailing.	Of arrivals.	Speria-oil.	Whale-oil.	Whalebone.	
	Pacific Ocean .	Dec. 30			Bbls.		ook a full leak off C 800 barrel was could home. old to New
J. J. Barney V. Hussey & Bros Arron Mitchell Paul Mitchell & S as L. & J. Starbuck aur Gardner & Swift er K	do Borz d Pacafic Ocean Borzil Pacafic Ocean Constitution	Feb. 21 fune 23 Aug. 5 Aug. 8 Nov. 25 Aug. 12 Oct. 2 June 5 Aug. 21 June 2	Apr. 11, 1895 May 21, 1821 Aug. 7, 1826 Mar. 47, 1825 July 23, 1821 Nov. 9, 1825 Mar. 10, 1820 Oct. 28, 1825 May 14, 1825	1, 873 3 1, 766 5 2, 166 6 1, 85 5 3, 138	1, 500 1, 100 450 110		ald to New Broken up Jost on Eel Built 1823,
J. & J. Howhald, Jr., & Co	do Pacific Ocean Brazildo	Dec. 36	July 28, 182 7 Apr. 11, 182 7 Apr. 12, 183 7 4 4 June 6, 18 Apr. 25, 18 Apr. 25, 18 Apr. 37, 18 6 July 25, 18 June 6, 18 May 21, 18 May 18, 19 May 10, 1 May 10, 1	24 24 24 24 24 24 24 24 24 24 24 24 24 2	1, 900 Full. 1, 00 2, 50 1, 90 1, 70 2, 00 1, 50 2, 10 2, 10 2, 2, 11 2, 2, 2, 11 2, 2, 2, 2, 11 2, 2, 2, 2, 2, 2, 2, 2, 2, 2, 2, 2, 2, 2	0	Of Havro.
	Mexico		May 2, 30 May 14,			000	4
5F.	Patagonia Brazil Pacific Occe Patagonia Atlantic Brazil	June May May	31 Apr. 30, 31 May 31, Jan. 29, June 5,	1824 1824 1825 1845	15(i, 5(i, 1, 800 i	456 359	Sold a l with Brough Loat he into
			y 9 Apr. 25		41	1, 504 12, 0	000

sailing from American ports-Continued.

all cargo (1,816 sperm); sprung a f Cape Horn and threw overboard rels. Put lote Rio Janeiro and adenned; balance of oil shipped

Remarks.

ew Bedford 1825. p 1824.

lel Point, Nantucket, 1*25.

at Rochester.

orted with 2,000 whale.

a large part of her earge, and returned theoffee, sugar, and specie, ght home some bone, her mast off Sandy Hook; was towed o New York.

Table showing returns of whaling-venceis

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1823.				1
New London, Conn Continued.				
Jones Pizarro Thamea	Ship Brig do		R. Smith	
Provincetown, Mass.				ļ
Ardent	Brig		Soper	
Four Brothers	Schoonerdo			
Boston, Mass.			Holmes	
Onslow	Brig		Hounes	
Newport, R. I.	411.1-		Abraham Gardner	Caleb Greene
Atlas	Ship		Aufanam Garuner	Canco Greens
Prov. denos, R. I.			El IAI-	
Hampton	Sloop		Smith	
Neptune	Brig			
New York, N. Y.				
Diana	Ship		Aaron Paddack	
Edgartown, Mass.				
ApolloLoan	Ship		Tilton	**********************
1821.	1			
Nantucket, Mass.				
Alexander	Ship do	491 301 229	Peter CoffinAlvan Ewer	Griffin Barney
Constitution	ob		Isaac Chase	
Hyeso	do	313	Nathaniel Fitzgerald.	
John Adams. Liuta. Loper North America.	do	286	Daniel Folger Abraham Swain Obed Starbuck Franklin Chase	Chris. Mitchell & Co J. & L. Starbuck Val. Hussey & Bro
Oeno	do	328	Samuel Riddell	
Ontario. Plonghboy Pern Planter Sea Lion.	do do do do	391 257 340	William Chadwick Samuel Joy Clement Norton	
Spartan	. do do			
Thomas 2d	. do	. 205	Frederick Swain	
New Bedford, Mass.			Brown	
Ann Alexander Barelay Balæna Com. Rodgers	Ship do do do		Coffin	Wm, R. Rotch & Co

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HISTORY OF THE AMERICAN WHALE FISHERY.

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wing returns of whaling-vessels ailing from American ports-Continued.

			£3	atr-				
	Managing owner or agent,	Wholing- ground.	Con smilitings	Of arrival.	Spermooll	Whak-oil.	Whalebon.	Remarks.
			June 15 July 13	Apr. 11, 183		1, 895		Wrecked at sea; Captain Soper and four
		Atrica			-			men survived.
						1		
		Africa	Jan			BI		
r	Caleb Greene	Brazil	Fan. 1			1	5/	Fell in with sloop Ocean, of Sag Harbor, dismasted, and towed her into New York.
		Atlantic			1		İ	dismasten, and tower
		**********						Captain Paddack was drowned in March,
		Pacific Ocean		, 1	m24			1834.
		Pacific Oceai			1025 F	ull		Last reported with 1,650 sperm.
	Griffin Barney	Pacific Ocea Brazil Pacific Ocea	Jun	4 Aug. %	1826 1			Captain Ewer was killed while cutting in
		do do	Nov	y 24 May 15, 15 Apr. 16 10 30 May 25	1827	1 000 1 61		Lost on Huakeine island,
ald.	Chris. Mitchell & Co J. & L. Starbuck	do do	Jul Dec	y 11 Apr. 26 y 11 Apr. 26 c. 7 Oct. 19 st. 3 Nov. —	1827	1,46		Captain Chase died, outward bound. Seld
	Val. Hussey & Bro	do	1	v. 4				Lost on Feejee Islands, 182-; crew all more cered by the matives, except William S Cary, who escaped after several years imprisonment among them.
k	S. Mitchell & Bro	do do do Br .z.il . do	Se Se	pt. 17 Mar. pt. 17 Dec. 1	e, 1807 3, 1807 11, 1827 - , 1825 12, 1825	2, 250 2, 617 1, 334	1, 400 1, 0×1	Ensign Rogers, second mate, taken out boat by a line. Sold to Buenos Ayre
		Pacific Oo Brazil		ov. 22 Jan.	14, 1827	2,116		Sold her oil at Pernambuco; took freig to New York; was lost on Long Islan Sound on her way thence to Nantucko
		do -	d	une 25 Aug.	8, 1825		1,000	1 = 20.
	Wm, R. Rotch & Co J. & J. Howland	Brazil Pacisic C do Brazil	ocean .	June 6 June Apr. Dec. July	21, 183 19, 183 3, 183 —, 183	10 2,00 2,00	1,550	

Table showing returns of whaling-vessels

Name of vessel.	Class.	othinge.	Captain.	Managing owner or agent,
		Terr		
1824.				
New Bedford, MassContinued.		1		
Charles Dragon D	Brig do Ship do do do do do Brig do Brig Ship do do Brig Ship do do do do do Brig do do do do do do do do do Brig do Brig do do Brig Brig Brig Brig Brig Brig Brig Brig		Beax ton Sheer man Flackware Partheck Rendall Flyham Ferry Fry Fry Hatlasway Reed Gifford Burross Spooner Potter Stesson Cevell Tilton Worth Charlest Covell Culeman Allen	J. A. Parker O. Howland T. S. & N. Hathaway Seth Russell & Sons Cornelins Grinnell S. Russell & Sons I. Howland, jr., & Co S. Russell & Sons Andrew Rolesson I. Howland, jr., & Co T. S. & N. H. theway
Criton Limoleon Victory Villaim Roich Vilnalow Vilnington and Liverpool Packet.	dia		James Swain Charles Starbuck — Taber — Adams — Clark — Briggs	I. Howland, jr., & Co. I. Howland, jr., & Co. W. R. Roteb & Co. Charles W. Morgan. John A. Parker.
Edgartown, Mass.		1	D	
Apollo	Ship		Daggett	
Fairhaven, Mass.	1	1		
Amazon	Ship		Adams Brock	
Plymouth, Mass.		1		
Plymouth, Mass. Mayflower	Ship		Harris	
New London Conn.				
Jon. Persy. Jones Neptune Stonington	(10)	1505 N	H. OHIII	
Sag Harbor, N. Y.		1		
Argonaut *air Helon Tannibal Jetavia Phorn Jaion	do do do		Howland Sayre	
New York, N. Y. Dawn		1	1	Thomas Hazard
Perth Amboy, N. Y. Susquehannah		1		

^{*}It will be observed that it is only occasionally that the "take" of bone is given; generally in these agents. For several years the price of this article was so low that many masters would not enounder

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or marketing or record	
1	Managing owner or
	agent.
1	
	J. A. Parker
	G. Howland
	T. 8. & N. Hathaway
v	Seth Russell & Sons
	Cornelius (Arimani)
	S. Russell & Sons I. Howland, jr., & Co
in .	1. Howland, jr., & Co
	S. Russeli & Sous
	Andrew Robeson
	Andrew Robeson I. Howland, jr . & Co
	T. S. & N. H. C. v :
	I. Howland, ir., & Co
k	I. Howland, jr., & Co I. Howland, jr., & Co
• • • • • • •	W. R. Rotels & Co.
	W. R. Rotch & Co Charles W. Morgan John A. Parker
	John A. Parker
	Thomas Hazard
	LIUMEN AMERICA

..... Commercial Bank...... of bone is given; generally in these many masters would not enounter HISTORY OF THE AMERICAN WHALE FIGHERY.

salling from American ports-Continued.

	1911	ito-	Remilt	of voy	London	
Whaling- ground.	Of earling.	Of arrival.	Sperm-oil.	Whale-ell-	Whaleheer.	Remarks.
neific Ocean razil	May 4	July 2, 1827 May 19, 1845 Apr. 5, 1845 June 2, 1825 Feb. 8, 1847 June 27, 1825	1,000 350 150 Q, 200	9, 150	13, 000	Reported June, 1895, with 1,600 sperm.
Parth Partho Ocean . Count of Africa		Dec. 9, 1881	38, 380	1,90	0	Last reported 310 aperm.
ape de Verdos		Sept. 4, 182	80	Full		Last reported 1,500 whale.
frazil Pacific Ocean - Brazil	July 30	Sept. 4, 182 May 9, 182 Apr. 3, 182 Apr. 25, 183 Mar. 9, 182 Aug. 6, 183	7 3.00	(0)		Returned in October, damaged by a gale.
Brazil	May 7	Juno 9, 183	5 Ful	1		1
Pacific Ocoan Brazil Pacific Ocean do	June 6	Apr. 11, 123	5 3 17 9, 0	90 1, 11	10401	The ship sailed under commands capped John Pinkham, who, with two of this crew, was killed by a whale in August, 1824. The voyage was continued under Mr. Allen.
Brazildodo	July 30 Dec. 1	Feb, 18 Apr. 12, 18	95 1, 1 95 1, 3	150		
Pacific Ocean	Dec.	7 Mar. 31, 16 Dec. 14, 16		all. 300		
Brazildo		May 8, 1	825	F	ull	Last reported 1,600 whale.
Pacific Ocea	n . Dec.	10 May 27, 1	827 2	300		•
South Seas do do Pacific Ocea	June June	7 June 20,	1895 1895 1895 1897	1 1	,767 ,141 ,575	• •
Brazil		June —, June 22,	1825 1825		2, 060	Last reported 1,800 whale.
do		June 6,	1825		2,000	
Pacific Oce	an	Aug. 31		2, 300		Lost on Peru, December 1, 1927. Capta Drew died at sea July 2, 1825.

early times no report of bone occurs in the papers, and the record their ships with it.

Table showing returns of whaling-vessels

	-			
Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1824.				
Philadelphia, Pa. George and Albert	Ship			
Newport, R. I. Atlas Frederick Augustus	Ship . do	::	Joseph Earl	Caleb Greene
Westport, Mass. Almy	Brig		—— Mahew	
Nantucket, Mass.				
Atlantic Barclay Cyrus Eagle Foster Franklin George Ganges	do do do	301 328 335 317 369 359 265	John J. Gardner Perer Coffin David Harris Benj. A. Coleman Edy Coffin Thaddens Coffin Charles Lawrence Joshua Coffin Reuben Swain, 2d	Simeon Starbuck
Golden Farmer	do	994 369 379 217	George Joy	V. Hussey & P. H. Fol.,
Japan Kingston Lydia Maria Maro	do	332 314 345 365 315	Shubael Chase	Paul Mitchell & Sons Zenas Coffin
Ocean Peruvian President Planter Paragon	do	349 334 293 340 369	Timothy Fitzgerald Alexander Macy Henry Winslow Henry Bunker David N. Edwards	
Rambler	Ship	315 329 305	William Worth 2d	Aaron Mitchell
Falmouth, Mass.	G1.2	OFC	Frederick Chase	Elijah Swift
Pocahontas	Ship	300	Prederick Chase	140 Jan 1-16 11
New Bedford, Mass. Ann Alexander Amazon America Abigail	Brig	21		Benjamin Rodwan
Balama Com. Decatur Com. Rodgers	do do	247		J. & J. Howlanddo William C. Nye George Howland
Canton Golconda George and Martha Hesper Iris Independence Lyra Maria Theresa	do do do do do do do	273	Covell Smith Weeks Joy Too y.	Peter Barney T. S. & N. Hathaway J. & J. Howland S. & C. Russell
Martha Mercury	1	1		S. Russell & Sons

sailing f

Brazil .

Mexico

ving returns of whaling-vessels

1	Managing owner or agent.
i	
i	
	Caleb Greene
•••	Whitton & Ruggles
- 1	
r	
m	
n	Simeon Starback Paul Mitchell & Sons
1 1ce.	t did mitting to come ?
100.	Gideon Gardaer
2d	**********

1	V. Hussey & P. H. Fol.,
W	
	Paul Mitchell & Sons
ry dner	Zenas Coffin
dner	
erald .	
eraid .	
rds	
	A 3514
h. 2d rt	Aaron Mitchell
ive	
80	Elijah Swift
	Benjamin Rodwan
	Benjamin Rodman
	(10)
	George Howland
	T. S. & N. Hathaway
• • • • • • • • • • • • • • • • • • •	T. S. & N. Hatbaway J. & J. Howland S. & C. Russell
in	S. Russell & Sons I. Howland, jr., & Co

from American ports-Continued.

	Da	ite-	Result	of vo	yage.	
Whaling- ground.	of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	Remarks.
Brazil	July —		Bbls.	Bbls.	Lbs.	Probably a Havre ship. Reported, 1825, 48 of Philadelphia, with 1,400 barrels whale.
Brazil Pacific Ocean .		May 17, 182 Dec. 11, 182	5 2,000	Full.		Last reported with 1,800 whale. Second Mate Robert Collins and boat's crew lost while fast to a whale, January 18, 1825.
Mexico		July 17, 18	25 20			
Pacific Ocean Brazil Pacific Ocean do	July July Dec. June July June June June June June June Loct Oct. Dec. Dec. June Sept. July June June June June June June June June	Jame 2, 18	24 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	691 591 592 593 594 595 595 596 597 597 597 597 597 597 597 597	39 12 69 	Partly sheathed with leather. Built at Duxbury, 1825. Partly sheathed with leather. Sold out and went to Buenos Ayres, 1828; broken up there. Built, 1825, at Middletown, Conn. Lost mate; second mate died of injuries received from the captain. Partly sheathed with leather. John Hackleton, second mate, killed by a whale, 1826. Lost first mate, Paul Bunker. Sonk at sea a few days after leaving Oahu, 1828; crew taken off by the Rosalie, of Newport; had 2,100 sperm.
Sheals Pacific Oct	oan July	6 Sept. 10	12(97.)	2, 04		Lost first mate, David Starbuck.
do . ••	Ма					
Africa Atlantic . Pacific Oc do	Jul Jul De Oc	y 27 Sept.		Full. 2, 000 1, 300		Dismission in a garay
South Sea Pacific O do do Brazil Pacific O do	Ma Ju ceau Se	ay - Apr. Apr. July pt July Jan. Nov.	26, 1827 , 1826 , 1826 , 1826 17, 1828 30, 1827	2,000 2,000 350 2,000 2,200	200	Last reported with 2,100 sperm.
do	J	in. 3 Apr.	5, 1828 0 1896	2, 200 1, 700	1, 900	Captain Taber died April, 1825; Tobey too command.

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.	
1845.			1		
New Bedford, Mass.—Continued.					
Milwood Missouri Minerva Maria	Ship do Brig Ship		Sampson Whitfield Gifford Jey	S. Russell & Sons Cornelius Grianell Samuel Rodman	
Midas	Ship	326		,	
Mercator	do		Lawrence	John A. Farker	
arnagga	do	236	— Covell	G. Grianell, jr	
Presia	do		Stetson		
Pocahontas	Brig		Johnson	J. A. Hawes	
Pocahontas	Ship		Abraham Gardner	I. Howland, jr., & Co	
lichmond	do		Lyory C. Albert	do	
Victory	do	201	Taber		
Winslow Wilmington and Liverpool Packet	do		—— Chase		
Fairhaven, Mass.					
Amazon	Ship		Whittens	W. Delano	
Charleston Packet	Brig		Jabez Delano		
Ierald	do		Neal		
tanton	do	1 .			
Edgartown, Mass.		1	- 44		
John	Ship		Daggett		
Loan President	Brig	: ::	Pease		
Warren, R. I.		i			
Rosalio	. Ship		Gardner		
Sag Harbor, N. Y.		1			
Fair Helen	Ship		Howell		
Hannibal	(10	1	Chuon		
Marcus			Sayre		
Octavia	. do		Griffin		
		1	- 1111111111111111111111111111111111111		
New London, Conn.			GI 4		
Connecticut	Ship		L Smith		
Com. Perry	do	1	TO 67 14 ls		
Neptune	do		C. Holmes		
Dartmouth, Mass.					
By Chance	Brig		Chase		
Westport, Mass.					
*	Brig		Parker	B. Rodman	
Industry President	Brig			D. Coffin	
Boston, Mass.					
Hope	Ship				
Newport, R. I.	1				
Alliance	. Ship		James C. Swain	. Clarke & Bush	
Plymouth, Mass.			O		
Fortune	Ship		. Swain		

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Brazil ... do ... Africa ... Pacado C

Pacific C Brazil -South S Pacific Cape de Pacific Brazil Pacific South S ...do Pacific

South Guiness Brazil ... do Pacific ... do Guine ... do G

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HISTORY OF THE AMERICAN WHALE FISHERY.

wing returns of whaling-vessels

Managing owner or agent. S. Russell & Sons...... Cornelius Grinnell..... Samuel Rodman John A. Farker
G. Grianell, jr
J. A. Hawes
L. Howland, jr., & Co...do 1..... lner ... W. Delano 198 B. Rodman..... D. Coffin in..... Clarke & Bush.....

sailing from American ports-Continued. Result of voyage. Date-Remarks. Whaling-Whalebone sailing. arrival ground. Whaleö Of.

Bbls. Bbls. Lbs. 1, 800

800 1, 300

Aug. 21, 1226 Aug. 23, 1827 2, 062

.....

450

June 7, 1826

Apr. 14, 1827 Mar. 21, 1828

July 20, 1827

Aug. — May 19 Aug. 25, 1826 June 6 June —

Brazil

do

Pacitic Ocean

Pacific Ocean

South Seas.... Guinea Brazildo

Pacific Ocean . .

July -

Sept. -

This is the "old" Maria which has already performed (1828) four voyages to London, three to Brazil Banks, one to Indian Ocean, one to Fakkhani Islands, and fif-teen to the Pacific since 1783.

Captain Barnard was left at Oahu sick. Last reported with 1,200 sperm.

> 1,400 Reported in 1826 with 1,350 sperm.

> > Last reported with 1,400 sperm.

Apr. 22, 1828 2, 211 Pacific Ocean 1, 585 9, 000 June 25, 1826 May —, 1826 May —, 1826
 Pacific Ocean
 June 29
 May 26, 1837
 2, 110
 54

 July 24
 June 29
 May 14, 1836
 60
 2, 107

 Brazil
 July 24
 May 14, 1836
 60
 2, 107

 July 24
 May 28, 1896
 28
 697
 Sept. 16, 1826 Africa Oct. 19, 1826 May 1, 1826 C. de Verdes... Aug. 29

Pacific Ocean .. Jan. - June 11, 1898 2, 300 Six of the crew died on the voyage.

17

Table showing returns of whaling vessels

				Managing owner or
Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
		Ĭ		!
1826.				
Nantucket, Mass.				
Nantucket, Mass. Barelay		301 31	Joseph Barney Isaac Chase	
Congress Dauphin Enterprise Independence John Adams Martha Otter Orion Omega Phohe Pneilic Phenix	do	30 972 413 311 968 277 167 354 363 371 314 323 356	Joseph Allen Benjamin Worth, 2d. Benjamin F. Hussey Obed Swain William Whippey Seth Catheart Benj, Gardner Rob't S. Catheart Alfred Alley Allen Tilton Micajah Swain David Baker William Fitzgerzid Shubael Cottle Benjamin F. Coffin	Philip H. Folzer Gilbert Coffin & Sons do T. Hussey & Sons Chris, M. bell & Co Paul Mix. ell & Sons Paul Gardner & Sons
Phenix Rose Reaper Swift Susan Statira	do do do	33- 47a 345 346	Benjamin F. Coffin Jona. Swain, 2d Frederick Swain Peter Coffin	Aaron Mitchell
New Bedford, Mass.	Ship	211	Walter Hillman	George Howland
Ann Alexander America Cant Columons Equator Emily Elizabeth George and Martha Hoctor Hydaspe Hope Hope Logan	Brig Ship do Brig Brig Ship do do do	149 40- 261 87 88 27; 386 315 316 247 165	Ebenezer Hathaway lsalah Burgess. — Brook Stephen Howland, Jr. Leonard West Lloyd Ce II. Catleb Kempton Clement Norton George Ramsdell Ezra Smith, jr. Henry Pesse. William Hussey William Hussey	Samuel Rodman J. Howland, jr., & Co Coombs & Crocker David Coffin John C. Haskell George Howland Charles W. Morgan J. A. Parker
Milwood Martha Midua Missouri Parnasso Phebe Aun Richmond Sophia Sally Anne Tinofeon Victory William and Eliza Young Phœnix	. do	320 370 236 240 291 291 340 266 32	Sheffield Read Joseph Spooner Google Spooner Google Samson Hiram Covell Joseph Barnard Abraham Gardner Reuben Creasy Clement P. Covell Latham Cross Obed Catheart Goorge Crocker Google	J. Coggeshall, jr I. Howland, jr., & Co Joseph Rotch D. R. Greene I. Howland, jr., & Co. J. A. Parker Joseph Retch
Fairhaven, Mass.	CIL	1	Martin Roman	
Amazon Charleston Packet Herald Leonidas Oregon Pindus Quito	Ship do	26 24	Jahez Delano, jr	Asa Swift
Dartmouth, Mass. By Chance William Thacker	Brigdo	10	of John E. Coggeshall David Collins	P. Gray. William T. Hawes
New Lordon, Conn. Ann Maria Jones Neptune	011	31 31 21	85 R. Smith	

sailing J

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Managing owner or agent. ١. y Philip H. Folget Gilbert Coffin & Sous do rth, 2d Inssey ppey ... t r T. Hussey & Sons in.....gereid...le Coffin ...2d Chris. Mi bell & Co Paul Minnell & Sons Paul Gardner & Sons Aaron Mitchell .. George Howland T. S. & N. Hathaway . nan thaway ... Samuel Rodman I, Howland, jr., & Co Coombs & Crocker David Coffin

John C. Haskell George Howland. Charles W. Morgan J. A. Parker Seth Russell & Sons do J. Coggeshall, jr

I. Howland, jr., & Co. Joseph Rotch D. R. Greene I. Howland, jr., & Co. J. A. Parker Joseph Rotch John A. Parker

Warren Delano
Asa Swift

P. Gray.... William T. Hawes.... ggeshall... is .

HISTORY OF THE AMERICAN WHALE FISHERY.

sailing from American ports-Continued.

	D	ate-	Resul	t of vo	yage.	
Whaling- ground.	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	Remarks.
Pacific Oceando	Aug. 1 Sept. 29	Nov. 19, 1829 Apr. 13, 1827 June 14, 1830 May 2, 1831 Mar. 14, 1830		60		Captain Chase would not go around Cape Horn. Went to the "Banks" and re- turned, accusing his crew of mutiny. Built it 23. Built at Mattapoisett, 1823.
do	July 10 Aug. 11 Nov. 8 Sept. 30 Jan. 13 June 27 Aug. 24 Aug. 28 Sept. 6 Dec. 27 June 4 Nov. 6 Jan. 4 Aug. 2	Mar. 7, 1823 May 19, 1829 Oct. 15, 1824 Apr. 22, 1822 June 19, 182 Dec. 26, 182 June 28, 182 June 22, 182 June 23, 183 Mar. 30, 183 S. June 23, 183 June 23, 183	2, 90 2, 04 1, 35 1, 84 8 1, 84 8 1, 84 9 2, 65 9 2, 18 9 2, 2, 2 9 2, 2, 2 8 1, 9 1, 9 1	101 101 101 102 103 104 105 105 105 105 105 105 105 105 105 105	10	Built 1826. Built 1826, at Rochester. Built 1826. An excellent voyage. Built 1826 at Rochester. Built 1826. Third mate died 1827.
Brazil Atlantio Brazil Pacific Ocean Atlantic do Africa Brazil Pacific Ocean Brazil Pacific Ocean do Atlantic	May 1 June 1 Aug. Aug. June 3 Aug. June June June Aug. June	8 May 4, 18 2 June 29, 18 3 Jan. 7, 18 2 Apr. 22, 18 9 Dec. 24, 18 6 Aug. 4, 18 18 — —, 11 18 Apr. 13, 16 29 May 11, 18 19 July 7, 16 10 Oct. 29, 16	25 27 29 8 27 27 27 27 27 29 27 29 27 29 27 29 27 29 27 29 27 21 29 21 27 29 27 29 27 29 27 29 27 29 29 29 29 29 29 29 29 29 29 29 29 29	100 2, 4 111 333 120 250 512 1, 1120 1,		Bought from Nantucket 1825. Bought from Nantucket 1825.
Brazil	July July July Sept. July Oct. June n Feb. May May u Sept	6 May 26, 1 19 May 27, 1 27 June 21, 1 6 June 2, 1 9 June 15, 1 22 June 25, 4 Apr. 18, 6 June 18, 20 June 19, 22 July 9,	828 829 1 (627 1 (827 1 (828 1 (828 1 (828 1 (828) 1 (828)	350 1 , 400 1 , 900 1 231 256	, 630 , 900 , 100 , 200 , 756 14,	785 Sold 2,800 whale at Rio Jauerio.
Brazil Uninea Brazildo Pacific Oceado Atlantio	Dec. July Jun an	30 June 20, 31	1828 1827 1829 1829	500 . 1, 906 . 1, 150	2, 250 1, 639 56	Had 1,300 whale at last report. Lost third mate.
Africa South Seas	Oct.	Mar. 30, May 22	1828 1827			
Brazil South Ame	Dec	2. 11 Apr. 22 10 29 May 27 y 2 Apr. 28	, 1828 , 1827 , 1827	140	2, 258 1, 687 1, 634	

Table showing returns of whaling-vessels

		-		
Name of vessel.	Class.	- consumer	Captain.	Managing owner or agent.
44:147				
1826.				
Argoniau Fair Helen Haunibal Mareus Thamas Thoru Uuion	. do	-		
	Ship	260 -	Townsend	
20 miles		91 J 132 S 111 J	Jonathan Mayhew Samuel Tilton, jr Job Davis	
Rochester, Mass. Magnolia	Schooner		Randail	
Boston, Mass. Beverly Telemachus	Ship	498	Moore	
Edgartown, Mass. Resident	Brig Schooner			
1827.				
Nantucket. Mass. Alexander	Ship do do do do do do Ship do Ship do do Ship do do	346 361 318 318 296 316 286 325	Samuel Bunker Frederick B. Chase Prince B. Mowers Alexander Colin. George Alley George Clark Obed Starbuck Charles G. Andrews Peter F. Chase Timothy Uphim Robert S. Catheart John G. Coffin Nathan Chase Myrick	I. & J. Starbuck Silvanus Ewer L. & J. Starbuck Aaron Mitchell
Sarah	Ship	495	Frederick Arthur	
Spartan	do Schooner	333	Whittens	
New Bedford, Mass. Ann Alexander Ann Barchay Columbus Clitus Com. Decatur		361	Prince B. Mooers Samuel Barrett	P. Grav

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Chase Chase cotin cotin y	L. & J. Starbuck
k nek ndrews ase pham atheart	Aaron Mitchell
linse ck	
Arthur	
tman tteus nker	
Mooers rrett West my	P. Gray

HISTORY OF THE AMERICAN WHALE FISHERY.

sailing from American ports-Continued.

	Date	-	Result	of ve	oyage.		
Whaling- ground.	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.		Remarks.
Pacific Ocean. Patagonia	July 22 J June 25 J July 22 J July 22 J	une 27, 1527 uly — 1527 une 26, 1527 une 22, 1527 day — 1527 uly — 1527	500	1, 16 1, 60 3, 40 1, 90	.0	Rej	ported February 5, 1827, with 1650 whale. eathed with leather. ported lost at Tumbez, 1823.
Cape de Verde Atlantic Cape de Verde	June 8 Sept. 9	July 14, 189 Aug. 23, 189			15	W	recked and abandoned at sea September 26, 1826. Crew rescued by an English brig.
Atlantic Atlantic	Oct. —					L	named on Brazil, 1826. ost at sea September 26, 1826. Crew rescued by an English brig. old part of her oil and took freight home.
Pacific Ocea dodododododo Pacific Oce AtlantioBrazil Pacific Ocedo	Dec. 6 Dec. 13 June 19	Dec. 23, 1 Mar. 28, 1 Oct. 13, 1 May 27, 1 June 3, 1 8 May 1, 1 8 Mar. 13, 1 2 Jan. 10, 3 Sept. 3, 3 Sept. 3, 3 May 1,	839 2, 830 2, 830 1, 828 828 2, 1830 2, 1829 2 1829 1 1830 2 11830 2	663 915 300 353 46	1,517		Built 1827, at Mattapoisett. Do. Took some oil. Went into St. Catharines and was sold.
Brazil Facific Oc Atlantic	July 2 June 2 June 3	June 19, July 15, Oct. 21,	1830	3, 49			Between these dates of departure and arrival the Rapid made 7 trips on Nantucket Shoals, taking in all 40 to 50 barrels whale. An excellent voyage; the largest quantity of sperm oil ever brought into Nantucket on one voy
do Atlantic . Pacific O	June	3 Sept. 14	, 1827	2, 324 2, 614	Clean		age. Run into by another vessel and los boats. Built at Rochester 1:27; lost first mate Nicholas Easton.
Brazil Pacific O do Western Pacific C	cean . Dec.	15 18 Oct. 2 23 Aug. 2	1, 1830 4, 1828	1, 85 25 Full	0		Cleared for "Bremen and whaling."

Table showing returns of whaling-ventels

Name of vessel.	Class.	6	Captain.	Managing owner or agent.
		Tounage	1	
:		Lon		
	1			
1897.		,	i	
New Redford, MassContinued.	at h	1	Shubael Hawes	
antonharles	do	290		
micht	Brig		Abner P. Norton Joseph Bates, jr	
mpire	Ship	125 364	Henry B. Gifford	C. Grinnell, jr
A 17 A		3.36	Isainh Burgess	William R. Rotch & Co.
MONTO CONTRACTOR OF THE CONTRA	110 1	347	Obed Alicy Edward Gardner	George Howland
eorge and Susan	00	2H7	Seth Samson	
sorgo Porter	do	310	Abraham Russell	S. Russell & Sons
	do	376	Job Terry, jr	J. Tripp John C. Haskell
corgo and Martha	do		Calab Kempton	George Howland
olcopda	00	330	Robert Taber	treorge nowand
rand Turk		13.613		
rdanna	Ship	312	Charles Covell	
ydaspe ercules	do	334	Moses Samson	S. Russell & Sons
odia uno Lartha filwood linerva Smyth tidas linerva Lary Mitchell	do	366	Isaac S. Maxfield William Hussey	William T. Russell
uno	Brig	165	Liebard Weeten	
lartha	do	271	Ellis C. Eldridge	
linerya Smyth	do	335	Daniel McKenzie	I. Howland, jr., & Co
lidas	do	326	Joseph Spooner	John Coggeshall, ic
linerva	Ship	195 354	Timothy Unham	
Incrya Iary Mitchell Ocahontas	Brig	141	Cornelius Howland, jr. Timothy Upham Benjamin Ellis	
acifie	Ship	384	Stephen N. Potter	S. Russell & Sons
Populantas	00	341	Charles D. Swift	Abraham Barker
arthan	Brig	119	John J. Parker	Attanam Darket
Roscoe		362	George B. Worth	7 77 1 1 1s 6 Co
?ichmoud	Ship		Abr. Gardner	I. Howland, jr., & Co. Charles W. Morgan
Rodman	do	371	John M. Russell	
ally Anne	do	312	Clement T. Coveli	David R. Greene
		300	William Swain	I. Howland, jr., & Co. William R. Rotch & Co.
William Rotch	do	289	Robert Tuckerman Owen Chase	William R. Roten & Co
Vinslow	(10	222		
William Thacher	Brig	147 384	John Briggs	
Vilmington and Liverpool Packet	duth	004	Other Tallida	
Fairhaven, Mass.	(2).1.	944	Martin Bowen	Nathan Church
Amazon	Ship	318 262		Samuel Borden & Co
feraldeonidas		243	Barz, S. Adams	
Aentor	Brig	89		L. Wilson & Son
Quito	Brig	138	Stanton Burtch	
Westport, Mass.				
mestport, Mass.	Brig	94		
Savico	do	130	T l. Damin	
legulator	. Schooner			
Boston, Mass.				
ohn	Brig		Alley	
Vashington	Schooner	84	John Dickenson	
Rochester, Mass.				
Magnolia	Schooner		Randall	
Sophronia	do			
Plymouth, Mass.				
Layflower	. Ship		Harris	

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owing returns of whaling-resselv

L 1	Managing owner or agent.
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ou jr	C. Grinnell, jr
ra	C. Grinnell, jr
er	William R. Rotch & Co George Howland
sell n Savliss	S. Russell & Sons J. Tripp. John C. Haskell George Howland
	J. Tripp
Barliss	George Howland
.	
	S. Russell & Sons William T. Russell
eld	William T. Russell
len	
go	I. Howland, jr., & Co John Coggeshall, jr
nzie	John Coggeshall, ir
wland, jr. am	
8	
otter	S. Russell & Sons
ift	Abraham Barker
rth	I. Howland, jr., & Co Charles W. Morgan
y	Charles W. Morgan
ovelt l	David R. Greene I. Howland, jr., & Co William R. Rotch & Co
rman	William R. Rotch & Co
n	Nathan Church Samuel Borden & Co
n	L. Wilson & Son
	Li. W Haon & Bon
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HISTORY OF THE AMERICAN WHALE FISHERY. sailing from American ports-Continued.

	D	ate-	Result	of voy	grester	
Whaling- ground.	of sailing.	(Marrival.	Sperm-oil.	· ale-oil.	Whalebone	Remarks
do do de	July 11 July 17 Aug. 4 June 15 Aug. 10 Dec. 21 Dec. 4 July 20 June 25 Sept. 22 Nov. 2 Nov. 2 Nov. 2 Aug. 14 July 20 June 2 Nov. 2 June 1 July 20 June 1 July 20 Sept. 22 Sept.	June 16, 182 July 4, 182 July 17, 183 June 18, 182 June 30, 184 June 30, 184 June 9, 185 June 9, 185 June 8, 18 June 18, 184 June 18, 18 June 7, 18	7500 9, 840 9, 100 100 100 100 100 100 100 100	1, 600 1, 34 2, 408 2, 100 1, 30 1, 30 1, 30 1, 50 1, 88 3, 50 1, 88 1, 50 1, 88 1, 50 1, 88 1, 88	22, 004 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Built at New Bealord 1991
Pacific Ocean Brazil Africa Pacific Ocean	May 1 Aug. 1	19 Apr. 23, 16 July 7, 18 12 Apr. 22, 16	30 1, 9	06		Returned October 19 damaged by a gale; sailed again 1827.
Brazildodo	Aug. Aug. Aug. May	8 June 18, 1 20 June 21, 1 9 Oct. 9, 1	H일본 H일은 H일은 5	200	450 600 600	Captain Dyer was taken out of his boat by a foul line August 29, 1828.
West Indies		16 Sept. 13, 1 21 Aug, 1	1827	320		
Guinea	July					Last reported with 155 specim
Brazil South Seas.	Nov.					Reported early in 1828 with 700 whales. Went sealing and whaling; no report of arrival.
Atlantio		_ June 2,	1828			Last reported with 300 sperm. Last reported with 120 sperm.

Table showing returns of whaling-ressels

Name of vessel.	Class.	Товивде.	Captain.	Managing owner or suggest.
1827			And the second s	Transportation of Michigan I in the second of the second o
Edgartown, Mass.				
Almira Planter	Ship		Fisher	
New York, N. Y.	and a			
Atlas	Ship		Townsend	
Chill	do			
Portsmouth, R. I.				
Sarah Atkins	Ship	44	Kenney	
Bristol, Mass.				
Frances Leonidas	Brig	::	Doty Lawton	
Falmouth, Mass.				
Pocahontas	Ship	350	Charles Swift	Elijah Swift
New London, Conn.	White	200	Davis	
Caledonia		396 445		
Com. Perry Connecticut Frienda Jones Neptune Phenix Stonington Stonington	do	970 390 403 338 985 404 351 405	Smith	
Newport, R. I.				
Frederick Augustus			Joseph Earl	Whitthorn & Ruggles
Sag Harbor, N. Y.				
Andes	do	366 989 254	Tupper Matthew Sayre Post Sayre	S. & L. Howell
Cadmus Fair Helen Hannbal Marcus Neptune Thorn Thorn Thorn Union	do do do do	309 283 333 350	Harris Green Halsey Hand	
1828.				
Nantucket, Mass. American	Chin	340	David Paddack	
AtlanticBaltic	do	321 410	John J. Gardner	
Criterion		220	1	
Cyrus		328		
Eagle Foster Fame	do	335 317 374		Paul Mitchell & Sons

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HISTORY OF THE AMERICAN WHALE FISHERY.

siling from American ports-Continued.

	Di	Roaul	t of vo	yage.		
Whaling- ground.		Of arrival.	Sperm-oil.	Whale-oil.	Whalebone	Remarks.
Pacific Ovenn	July 1 June 18	Feb. 27, 1830 Mar. 23, 1839	9,550	Bble.	Lbs.	
Brazil	,	.0000000000				Last reported at Rio Janeiro March 5, 1828, with 1.100 whole. Last reported at Pernambuco, March 5, 1828, with 1,200 whole.
Falkland		June , 1822				Arrived at Stonington, Portamouth's first scaler: had 4.000 scal and some other skins, and some oil. Lastreported November 30, 1827, clean.
Pacific Ocean		1000		19		
Pacific Ocean		Apr. 24, 18; Apr. 27, 18;	31 2, 4 31 1, 4		140	ary, 1840.
Brazil Pacido Ocean do South Atlant Brazil Pacido Ocean do do	Oct. 3 June 1 Oct. 3 June 1 Oct. May	9 Mar. 22, 16 31 May 19, 18 21 May 23, 18 45 May 23, 18 7 May 1, 18 9 June 25, 18	30 2, 30 2, 28 28 28	31 388 26 1, 70 1,	775 477 700	
South Seas. Africa	Ang. Aug.	3 Aug. 30, 1	830 2,	800		
Brazil Pacitio Ocea Paragonia Brazil	a Aug.	June 9,	828 830 2 1828 1848	853 1	1, 400	The Argonaut is reported in another place as having 1,750 whale.
Brazildodo		June 12,	1828 1828	170	Full 1, 200 8,	000
Patagoniado	Sept		1828 .		2,000	Last reported March, 1828, with 1,000 whalo.
Pacific Occ	ean Ap	r. 19 July 18	, 1830	2, 189	88	New York; parte at New Trees
Pacific Oc Brazil Pacific Oc	{ Ap	n. 14 May 12 r. 19 Apr 29 ne 22 July 4 pt. 6 May 19	1831 1828 1849 1832	3, 173 } 2, 055	491	Out ten days: returned leaking 1,200
Brazil Pacitic Oc	Oc Coan . Ju	t. 5 May 10 or. 19 June 30 ne 13 May	0, 1831 0, 1829 9, 1831	1, 904 1, 905	935	Formerly a merchantman; added 1898.

Table showing returns of whating-results

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				Managing owner or
Name of vessel.	Class.	$\hat{\mathcal{V}}_{t}$	Captain.	189 BJd
	1 ,	Luc		
1828.				
Nantucket, Mass.—Continued.				
ranklin	Ship	30%	Joseph M. Chase Edwin Barnard	S t I Missibali
anges	do		Lendrana 4 'collins	
loward	. do	1663.6		
larvest olm Jay	do	360,	David N. Edwards	
Ingston	do	312	William E. Sherman .	
Inro	. do	345	Elihu Fisher	
Ic Donough	Sloon		Imbert	
farths	Ship	273	Sylvanus Swain Beojamin Ray John G. Collin	
luria	. do	365	Benjamin Ray	
atario	. do	354	Edwin Coffin	
eruvian Peru	do	334		
eru	do	257	Joseph Pease	
lanter	do	340	Isaac Brayton	
President	do	350	Charge Russell	
Cose Richard Mitchell	do	380	Edy Collin	
wift	do	456	Barzillai Coffin	
Vashington	do	30×	Barzillai Swain	
Veymouth	do	349	Moses Harris	
Zenas Coffin	do	990	George Joy	
New Bedford, Mass.	Date	91	5 Benjamin Seabury . }	
Almy	Brig	149	/ Samuel Lake	
America	Shtp	211	Josiah Howland	George Howiand
Averick	do	384	George Lawrence	J. & J. Howland
Balaena	do	3=2		George Howland
Cortes	do	200	Nathaniel H. Nye	1
Courier	do	381		1
Canton	Brig	153	Abram Gardner Edwin Russell	Samuel Rodman, jr
Charles	Ship	290	David Brayton	Samuel Rodman, jr
CeresEmily	do	328		. Seth Russell
	Brig			. I. Howland, ir., & Co.
Enterprise	do	291	Samuel Tilton	. Alfred Gibbs
Favorite	Brig	29.5	Brad. Hachaway	
Fanny	Ship	273	Austin Cox	John C. Haskell
Frand Turk		32	Robert Taber	. Abraham Barker
rood Return	.] (l0			
George PorterGalatea	do		Abr'ın Russell 2d	
Hydaspe	do	. 312		. John C. Haskell
Hydaspo Hercules	do	261		. Seth Russell
Hesper	Bark Ship	311	Constant Norton, ir	
Independence	do	318	Renben Joy, ir	
Independence Isaac Howland Lyra	do		William Austin Edward Howland	I. Howland, jr., & Co. J. & J. Howland
Languator	do	389		
Mercury Mercator	do	339	L.C. Albert	. I. Howland, jr., & Co
Mercator	do	246		Charles Russell
Martha		261	Ellis C. Eldredge	- Seth Russell & Sons .
Maria Maria Theresa	do	209	Ammiel H. Joy	
Maria Theresa	do	330	Cranston Wilcox	
Phenix	do		Elisha Luce	
Parthian	Brig			

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owing returns of whating-result

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ibury . ?	George Howland. J. & J. Howland George Howland William C. Nyo
nd	George Howland
ence	T to T Hamband
PH	George Howland
N/0	
er	William C. Nye :
H	Samuel Rodman, ir
uskins	Seth Russell
t	I. Howland ir. & Co
a	Alfred Gibbs
'ay	
	John C. Haskell
	Abraham Barker
	Thomas Riddell
II 2d	Seth Russell
C8	Seth Russell
wn	William C. Nye' Samuel Rodman, jr. Seth Russell L. Howland, jr., & Co Alfred Gibbs John C. Haskell Abraham Barker Thomas Riddell Seth Russell John C. Haskell Seth Russell John C. Haskel
ir	
tin	I, Howland, jr., & Co. J. & J. Howland
8	
MV	I. Howland, jr., & Co.
den	I. Howland, jr., & Co Charles Russell Seth Russell & Sons
elge	Seth Russell & Sons
lcox	
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sailing from American ports-Continued.

	Da	te-	House	of vo	age.
Whaling- ground.	of sailing.	Of arrival.	Sperm-oil.	White-sil.	Remarks
Pacific Ocean Braz I Pacific Ocean do do la Pacific Ocean Brazil	June 10	June 28, 1830 June 17, 1833 May 8, 1833 May 8, 1832 Nov. 13, 1833 July 5, 1833 May 24, 1834	1, 666 1, 666 2, 666 3.8 1, 543	47	Built 1898. Broken up at Nantucket 1830. First mate died. Run inte by French ship Archimedes: put into Rio Jameiro December 30, and was condemned.
Brazil Pacific Ocean do do Brazil do Pacific Ocean do do	Des. 5 Des. 5 Des. 15 June 8 June 25 Oct. 5 June 25	Apr. 24, 183 Nov. 14, 183 Oct. 21, 183 June 14, 182 Oct. 21, 183 July 16, 185 June 17, 185	1 9.45 1 1,96 9 0 1,7 11 1,7	70	Dailt 1898; lost at Fayal September 3,
do do do	July 1	3 June 12, 18	33 1,5 31 2,5 31 2,		Built, 1898, at Hanover.
West Indies Atlantic Pacific Ocea do do Patagonia Brazil	n Oet. Nov. Jan. Apr. May	14 May 14, 1 Sept. 2, 1 12 Aus. 16, 1 3 Nov. 6, 1 26 May 28, 1	839 1, 831 3, 830 9, 830 9, 820 829	750 1	
Pacific Ocesdododo Uapa de Ve Pacific Oce Brazil do Mexico Brazil do do do do do do do do	oct. Oct. Out. Jun Feb. Jun Jul Feb Jul Jul Jul Jul Jul	31 Aug. 28, 37 Mar. 18, 9 17 May 20, 7 14 June 19, 5 5	1830 1830 1830 1831 1829 1829	1, 400 930 1, 400 1, 400	
do do do Paeific Ocdo do do do do do do	Jul	y 12 May 10 g. 16 Mar. 10 o. 27 Dec. 28 r. 24 Aug. 26 ne 25 July 6 Oct. 6 ly 1	1830 , 1830 , 1831 , 1831 , 1831	1, 700 1, 700 Full 3, 174	6 Ship and cargo totally lost on a reef m Oahu, August, 1839; valued \$60,000.
	Ju Ju Ju Ju Ju Ju Ju Ju Ju Ju	pr. 16 June 1 ine 26 June ily 15 Jan. 2 ily 28 July	6, 1831 5, 1829 1, 1830 7, 1829 9, 1831 7, 1831 17, 1830	2, 600)

Tuble showing returns of whaling-vessels

Name of vessel.	Class.	To nage.	Captain.	Managing owner or agent.
1828.				Ĭ.
New Bedford, MassContinued.				
Pocabentas Russell Russell Richmond Rubeca Sims Stephania Sally Ame Triden Triton Triton	Brig Ship	141 301 291 400 315 312 448 300 346	Benjamin Ellia. Shubael Worth William Swain Barna Coffin David Collins. C. T. Covell Peleg H. Stetson Rouben Chase 2d Eben Clark Owen Chase	Benjamin Rodman John Coggeshall I. Howland, jr., & Codo Samuel Rodman, jr.
Fairhaven, Mass.		1		
Amazon. Mass. Albion Charleston Packet Herald Java Leonidas Mentor Staunton	Ship Brig Ship do do Ship	318 326 291 89 304	George Tobey. Stephen Grinnell Barz. Adams Hawes Norris. Charles Dyer Francis Neil	Ansel Gibbs
Rochester, Mass.	1			
Magnolia	Schooner		George Lewis Daggett	
Westport, Mass.				
Industry	Brig do Bark Schooner Brig	166	Job Davis	
Dartmouth, Mass.				
By Chance	Brig	107	Howland	
Falmouth, Mass.	Ship	400	Henry C. Bunker	Elijah Swift
Sag Harbor, N. Y.				
American Argonaut Claudio Cadmus Henry Hannibal Marcus Thorus Union	do do	309 281 350 331	4 Uriah Sayre 6 A. K. Griffin 0 George Howell 7 Henry Green 3 Andrew Halsey 6 Huntting Cooper 8 Sylv. Griffing	
Edgartown, Mass.				
Edgartown, Mass. Gleaner Packet Loan Meridian	Schoone Ship		Bunting Marchout Osborn	
New York, N. Y. Atlas Louisa	Ship		Gardner	
Logan	11			F. Gebhard

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Pacific
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wing returns of whaling-vessels

Managing owner or agent. John Coggeshall

I Howland, j., & Co.

Samuel Rodman, jr t..... ence etin } n, jr ... } bury ker Elijah Swift out

er..... send...... F. Gebhard

HISTORY OF THE AMERICAN WHALE FISHERY.

miling from American ports-Continued.

	Da	£1,	Result of	voyage.	
Whaling- ground.			Sperm-oil.	Whalebone.	Remarks.
Africa	May 2 Sept. 2 Nov 22 June 16 July 14 June 12 July 31 Sept. 11 Sept. 11 May 2 Aug. 2 Aug. Nov. July 5 July 6 July 6 July 6 July 6 Aug. 2 Aug. 3 Aug. 4 Aug. 5 Aug. 6 Au	June 6, 18: Mar. 2, 18: Feb. 27, 18: Sept. 4, 18: July 7, 18: May 7, 18: July 8, 18: Aug. 24, 18: Apr. 19, 18: July 8, 11: July 8, 11: July 8, 11:	1 Full 2, 274 2, 600 1 29 1 31 2, 120 31 2, 120 31 300 30 1, 800 330 1, 800 330 190 329 330 120 330 33	, 700 14, 500 , 800	Returned September 29 badly damaged by a gale; sailed again October 19.
West Indies Atlantic West Indies Atlantic West Indiesdo Pacific Ocea	June Dec. May Jan. Jan. Dec. July	8 Feb. 4, 1 Aug. —, 15 4 July 14, Aug. 24, 2 Feb. —, 28	830 2, 202 1820 90 1829 160 1830 826 1830 10	40	Last reported with 190 sperm.
West Indie		e 16 July —			Built at Falmouth, 1828.
South Seas Brazil do do do do Patagonia Brazil do d	Jul Jul Oct Ju	y 10 May 3 Apr. 2 Nov. 1 Apr. 1y 18 Apr. 1	0, 1829 4, 1829 9, 1829 8, 1829		13, 328 Brought also 300 fars. 17, 012 Reported December, 1828, with 1,700 whale. 18, 641 11, 466 16 700
Straits B Pacific O do	elleisle cean Ja	sept. Dec. Apr.	13, 1828 6, 1830 23, 1831 Fu	15 430 	Pullt at Rochester, 1828. Returned to Lar-
Brazildo	I	Tov. 13	1830	, 200	Sold to Lynn, 1830. Last reported at Tarpaulin Cove, November 15, in distress.

Table showing returns of whaling-ressels

A FILE OF THE PROPERTY OF THE				
Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1828-				
Bristol, R. I.				
AnnEssex				
Ganges	Ship		Gardner	,
Stonington, Conn.	Shir	1		
Acasta				Bush & Gibbs
Alliance	.,чир		un Covell	
1 CONCERTO	Ship		Gardner Brown	
New London, Conn.	do do	368 338 338 318 170 285 250	I. Sayre	
1829.				1
Nantucket, Mass.	Shin	321	Elihu Fisher	
Atlantic		3.39	Thomas Brock Barzillai Folger Benjamin F. Hussey	
Enterprise Fabius Foster George Independence John Adams, 2d Japan John Adams Loper	do do do do	413 435 317 359 311	John Stetson Thaddeus Collin Job C. Clark Edwiz Barnard William Whippey Seth Catheart John Lincoln George Clark	L & J. Mitchell
Montano	do	. 380		
Martha Orion Pacific Peru Peru Planter Phosnix Rambler Richard Mitchell Reaper Spartan Susan	do	314 257 340 323 318 380 338	4 Shadrack Freeman 4 William Plaskett 7 Joseph Pease 6 Charles Fisher 5 William Worth, 2d. 6 David Baker Benjamin F. Coffin William F. William P. William P. William P. Coffin	Paul Mitchell & Sons . David Joy, jr . Gilbert Coffin .
Westport, Mass.	Shin		Jonathan Mayhow	
Almy	Brig		(Thomas C. Hammond) John A. Cornell)
	ob		Benjamin Seabury	
New Bedford, Mass. Abigail	Brig		Benjamiu Clark Leonard West Joshua Grinnell	George Tyson

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Pacitie Brazil

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Managing owner or agent. Bush & Gibbs r..... lin rd ppey L & J. Mitchell rth.... hippey ceman kett kett r. reth, 2d Coffin nau vain Paul Mitchell & Sons David Joy, jr Gilbert Coffin

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HISTORY OF THE AMERICAN WHALE FISHERY.

sailing from American ports-Continued.

	Da	ite.	Resul	t of voy	age.	
Whalings stored in the ground.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	Remarks.	
Brazil do		July 8, 1829 June 20, 1829 Oct. —, 1831	Bbls.	Bbls. 1, 100 1, 000	Lbs.	A grand complimentary hanquet was given by the owners to the officers and crows of these two vessels, on account of the success of Bristol's first real venture in this pursuit.
Brazil						Reported in December, 1828, with 12 whales.
Pacific Ocean .	Oct. 25	Sept. 10, 1839	2, 70	· · · · ·		
Pacific Oceando		May 28, 183; Feb. 20, 183	2, 90 1 Full			
	July 2 July 9 May 21	June —, 182 June = , 182 June = 182 June 20, 182 June —, 182 June = , 182 June = 8, 182	9 1	59 1, 61	7 7 3 4	
Pacific Ocean do do Pacific Ocean do do do Pacific Ocean Pracific Ocean	June 26 July 26 Aug. 14 June 30 Aug. 14 Nov. 15 July 25	June 1, 183	32 2, 33 2, 33 2, 30 3, 33 1,	955 162 260 155 1, 2	17	Concernieu a triatus, cape of Good Hope, 1830. Sent home 79 sperm. Formerly a merchantman; added 1829.
do Brazil do Pacific Ocean	June 2 Aug. June 2	Mar. 29, 18 1 June 7, 18 1 Sept. 7, 18	32 30 30 2,	1	98	An excellent voyage—gone 14 months 1 days.
do do do do do do do do do do do	Nov. 2 Sept. 2 June 1 July 1 Aug. n. Oct. June 5 July 0 Aug.	71 July 15, 18 72 June 8, 18 73 June 8, 18 73 June 9, 17 74 Aug. 10, 18 75 Feb. 28, 18 71 Sept. 3, 18 71 Apr. 21, 18	833 1. 832 2. 830 830 830 831 2. 831 2. 832 3. 832 1. 832 1.	80 1, 64 1, 159 1, 340 240 , 012 , 805		* * *
Cape de Ve Espirito Sa	ordes Oct. Aug. Oct. Oct.	9 Aug. 23,	1830	240 340	24	
Pacific Oce Atlantic Brazil	an May May June	23 June 16, 30 Aug. 28, 19 June 28,	1831 1830 1830	430	1,042	3, 1251

Table showing returns of whaling-ressels

Name of wessel.	Class.	Tranage.	Captain.	Managing owner or agent.
New Bedf: , Mass.—Continued. Com. Decatur Chii Gondor Courier. Eagle	Ship do do do do	247 291 348 381 336	Warren Howland Grafton Luce Edward Merrill Joseph Barnard Shubael Hawes	J. & J. Howland William C. Nye.
Emerald Enterprise Prunces Heariotta Galatea Grand Turk Good Return Georgs and Martha George Portor Golognel Hector Hydaspe Herald Hope Java Juno Midus Moreator Bilwood Ospray Parthian Pocahontas Pacific Saily Anne Sarly Anne Srephania Victory William & Eliza	.do	169 119 141 384 295 312 315 266	John C. Morse Joseph Spooner Ezra Smith Joseph Spooner Ezra Smith Joseph Paddock, Jr. Watter Hillman John J. Parker Richard G. Luce Jonathan Fisher Ellis C. Eldredge H. N. Howland Granville Manter George Lewis Paul Chase Charles Rawson Andrew Aluy David Collins A. P. Norton	Thomas Riddell Alfred Gibbs James Tripp John C. Haskell Thomas Riddell Thomas Riddell George Howland John A. Parker John Coggeshall John A. Parker & Son J. Perry Joseph Rotch John Coggeshall, jr J. Rotch & Co.
Fairhaven, Mass. Albion Columbus Favorite Heroine Heroine Heroine Horald Leonidas Mentor Maine Oregon Quito Dartmouth, Mass. By Chance New London, Conn. Ann Maria Com. Perry Electra Flora John and Edward Jones Mauchester Packet Neptune Stonington Wabash	Brig Brig Ship do	368 374 307 368 374 374 331 314 331 283 352 363 374 374 374 374 374 374 374 374 374 37	Bradford Hathaway Charles Smith Caleb Kempton Howes Youris Nell Benjamia Manter Jabez Delano, jr Stanton Burten Stephen Howland, jr. C. Holme Sayro Griffing L. Allyn Pearson Cararly Fortham Starks Blydeburg	Nathan Church Alexander Gibbs Luther Wilson E. Sawin Lemuel Tripp Alfred Gibbs W. Williams & Co
Edgartown, Mass. John	Ship	24	Pease Pease	Jethro Daggett

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Brazil

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ving returns of whaling-ressels

Managing owner or agent. nd.... J. & J. Howland 1...... William C. Nye..... Thomas Riddell n Alfred Gibbs James Tripp.
John C. Haskell
Thomas Riddell.
George Howland
Charles W. Morgan k, jr... n George Howland John A. Parker John Coggeshall John A. Parker & Son ge.... iter.... on J. Perry Joseph Rotch..... John Coggeshall, jr J. Rotch & Co..... naway . Alexander Gibbs Luther Wilson
E. Sawin
Lemuel Tripp
Alfred Gibbs jr land, jr. g on y ann ourg W. Williams & Co

Jethro Daggett Jethro Daggett sailing from American ports-Continued. Result of voyage. Date-Remarks. arrival. oil. Whilan Whaling-ground. sailing.

Pbls. Bbls. J.bs. 140 i. 356 9,050 180 237 750 287 187 14,000 2,754 1834 17,500 Cantain Hawes and his May 21 May 23 July 18 June 6, 1830 June 6 June 6 June 6 June 2, 1830 June 6

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Captain Hawes and his mate, with their boats' crews, were accidentally left at Novowha. The ship was navigated home by the mate of the Euphrates. Captain Hawes and his men started for Pernambuco in open boats, but were picked up by the Rodman.

Atlautic ... June 23 | Mar. 8, 1830 | ... 230 | 1, 271 | 1, 271 | 1, 271 | 1, 271 | 1, 271 | 1, 271 | 1, 271 | 1, 271 | 1, 271 | 1, 271 | 1, 271 | 1, 271 | 1, 271 | 1, 271 | 1, 271 | 1, 271 | 1, 271 | 1, 271 | 1, 271 | 1, 271 | 1, 271 | 1, 271 | 1, 271 | 1, 271 | 1, 271 | 1, 271 | 1, 271 | 1, 271 | 1, 271 | 1, 271 | 1, 271 | 1, 271 | 1, 271 | 1, 271 | 1, 271 | 1, 271 | 1, 271 | 1, 271 | 1, 271 | 1, 271 | 1, 271 | 1, 271 | 1, 271 | 1, 271 | 1, 271 | 1, 271 | 1, 271 | 1, 271 | 1, 271 | 1, 271 | 1, 271 | 1, 271 | 1, 271 | 1, 271 | 1, 271 | 1, 271 | 1, 271 | 1, 271 | 1, 271 | 1, 271 | 1, 271 | 1, 271 | 1, 271 | 1, 271 | 1, 271 | 1, 271 | 1, 271 | 1, 271 | 1, 271 | 1, 271 | 1, 271 | 1, 271 | 1, 271 | 1, 271 | 1, 271 | 1, 271 | 1, 271 | 1, 271 | 1, 271 | 1, 271 | 1, 271 | 1, 271 | 1, 271 | 1, 271 | 1, 271 | 1, 271 | 1, 271 | 1, 271 | 1, 271 | 1, 271 | 1, 271 | 1, 271 | 1, 271 | 1, 271 | 1, 271 | 1, 271 | 1, 271 | 1, 271 | 1, 271 | 1, 271 | 1, 271 | 1, 271 | 1, 271 | 1, 271 | 1, 271 | 1, 271 | 1, 271 | 1, 271 | 1, 271 | 1, 271 | 1, 271 | 1, 271 | 1, 271 | 1, 271 | 1, 271 | 1, 271 | 1, 271 | 1, 271 | 1, 271 | 1, 271 | 1, 271 | 1, 271 | 1, 271 | 1, 271 | 1, 271 | 1, 271 | 1, 271 | 1, 271 | 1, 271 | 1, 271 | 1, 271 | 1, 271 | 1, 271 | 1, 271 | 1, 271 | 1, 271 | 1, 271 | 1, 271 | 1, 271 | 1, 271 | 1, 271 | 1, 271 | 1, 271 | 1, 271 | 1, 271 | 1, 271 | 1, 271 | 1, 271 | 1, 271 | 1, 271 | 1, 271 | 1, 271 | 1, 271 | 1, 271 | 1, 271 | 1, 271 | 1, 271 | 1, 271 | 1, 271 | 1, 271 | 1, 271 | 1, 271 | 1, 271 | 1, 271 | 1, 271 | 1, 271 | 1, 271 | 1, 271 | 1, 271 | 1, 271 | 1, 271 | 1, 271 | 1, 271 | 1, 271 | 1, 271 | 1, 271 | 1, 271 | 1, 271 | 1, 271 | 1, 271 | 1, 271 | 1, 271 | 1, 271 | 1, 271 | 1, 271 | 1, 271 | 1, 271 | 1, 271 | 1, 271 | 1, 271 | 1, 271 | 1, 271 | 1, 271 | 1, 271 | 1, 271 | 1, 271 | 1, 271 | 1, 271 | 1, 271 | 1, 271 | 1, 271 | 1, 271 | 1, 271 | 1, 271 | 1, 271 | 1, 271 | 1, 271 | 1, 271 | 1, 271 | 1, 271 | 1, 271 | 1, 271 | 1, 271 | 1, 271 | 1, 271 | 1, 271 | 1, 271 | 1, 271 | 1, 271 | 1, 271 | 1, 271 | 1, 271 | Reported arrived September 12, 1830, 1

Captain Norton killed by a whale.

Belongs to Fairhaven or Westport.

Built 1829.

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65 2, 006 ...
1, 590 ...
1, 896 ...
1, 996 ...
1, 403 ...
1, 104 ...
1, 1596 ...
1, 358 ... nth Atlantic June 18 Mar. 22, 1830 June 12, 1840 June 12, 1840 June 13, 1840 June 27 May 31, 1830 July 22 May 31, 1830 July 22 May 31, 1830 July 20 June 20 June 6, 1830 do June 20 June 6, 1830 do June 30 May 31, 1830 July 30 May 31, 1830 July 23 May 31, 1830 July 23 May 31, 1830 July 23

Aug. 8 Dec. 30, 1829 601 June 10 May 31, 1830 601 July 29 Oct. (831 2, 300 Jan. 22 Apr. 23, 1630 290

Sept. 30 Aug. 23, 1830

Full. 1, 367 13, 000 16, 52 1, 900 18, 000

250

160 1,640 12,006 Sold 1830. Brazil July —, 1830 June 1, 1830

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Pacific Ocean .

Pacine Ocean

Atlantic

Brazil

Pacitic Ocean

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Brazil.... Pacific Ocean

Guinea

South Atlantic.

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Table showing returns of whaling-reasels

	1			
Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1829.				,
Stonington, Conn.				
Acasta	Ship		Wood	
Sag Harbor, N. Y.				
Argonaut American Cadmus Columbia Henry	Ship do	282 310 285 333 369 283 350	Uriah Savre William A. Jones George Howell Robert F. Hand Sylvester Griffing Henry Green Barney Green Hanttling Cooper Hervey Harris.	S. & L. Howell S. & B. Huntting & Co. Mulford & Sleight Luther D. Cook Charles T. Dering S. & B. Huntting & Co. S. & N. Howell Mulford & Sleight
New York, N. Y.			77 - 1 - 1	Barker & Co
Cincinnatus		1 !	Howland	
William Tell	do	362	Nathaniel Gardner	Jacob Barker
Plymouth, Mass.				
Fortune	Ship		Swain	*******
Bristol, R. I.				
AnnBalanceEssex	Ship do Bark	321	Daggett Mayhew	
Warren, R. I.				
Magnet	Ship		Gardner	
Bristol, R. I.	Ship		Wood	
Rochester, Mass.				
Magnolia	Schoone	r	Lewis	
Sophronia	do		Daggett	
Newport, R. J.	Ship		Adams	Engs & Bush
The Potosi was fitted from Green- port, N. Y., in 1898 or 1829; sailed under Captain Charles Griffin; John Brown, mannaing owner. She mada a good voyage; sailed again in 1825 or 1830, and was lost on the Falk- lands.				
1830.				
New Bedford, Mass.				many p p-1
Augusta Amanda Bragauza Brauot Baluota Baluona Com. Decatur Ceres Chili Condor Com. Rodgera China Charles Cortes	Bark Ship do do do do	21 47 31 30 24	O Daniel Wood Warren Howland O Obed Fostick J. H. Howland Timothy Russell David Collins E dward Merrill	Phillips, Russell & Co. William T. Russell N. Leonard J. & J. Howland do Charles W. Morgan Jirch Perry

wing returns of whaling-vessels

	Managing owner or agent.
onesll ill nd iling	S. & L. Howell
ndrdner	Barker & Co
ett	
er	
tt	
8	Engs & Bush
geshall d	J. & J. Howlanddo

	D	Result	of voy	age.		
Whaling- ground.	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	Remarks.
3razildo	June 24 June 24 June 29 July 27 July 30 June 30 June 30	May 27, 1830 Apr. 20, 1830 June 5, 1830	10	1,600 596 3 1,359 7 1,469 1,539 1,87 1,87 1,87 1,87 1,87 1,87 1,87 1,87 1,87 1,87 1,98	14, 250 13, 055 12, 622 3 11, 585 0.17, 050 7 14, 686 8, 9, 896 0 13, 726	
do	Aug. Aug. Aug. Dec.	1	1, 7 39 Fu	1, 59	14 12, 873	Reported at Rio Janeiro, September, 18 with 200 sperm, 1,500 whale.
Pacific Ocea Brazil Brazil Atlanticdo	Jan. Apr	June 10, 1	1829		600	Reported in May with 40 sporm. Reported with 90 sperm. Built at Newport, 1828.
Pacific O. Ricard Ba Y evide O. South Ad. Pacific O. South Ad. Indian O. Atlanticdo Pacific C. Indian C. Pacific C. Pacific C.	cean Judientic Judientic Judientic Milantic Mila	50. 6 Jan. 1: me 26 Mar. 27 Ma	5, 1831 5, 1834 0, 1831 -, 1831 5, 1831 9, 1831 4, 1833	2, 100	950 . Full 960 . 2, 630 . 2, 300	323, 000

Table showing returns of whaling-ressels

Name of vessel.	Class.	6	Captain.	Managing owner or agent.
		Tonnage		
1830.				
New Bedford, MassContinued.			r	
)wight	Brig		James Wood, 2d	
ndenyour	Ship	234 359	Joseph B. Leonard Clement Norton	
merald	do	364	Cornelius Howland, ir.	J. Grinnell
aglerances		336 348	Shubael Hawes Obed Alley	
		33	James Davis	C. Rusaell
rankiin alcon corge and Susan	do	373	Joseph Barker Edward Gardner Stanton Burtch	George Howland
		394 9=5	Stanton Burtch Jared Fisher	
eorge Portereorge and Martha		275	Thomas Barnard	
ood Return	do	376	Job Terry, jr	Job Eddy
		290	Clement P. Covell	
Iercules	do	290	Peter F. Chase David Flanders	
lope	do	335	Moses Samson	Seth Russell
Icroules	do	313 262	Joseph Spooner	
Ierald Libernia	do	327	Joseph Spooner Isaiah West Henry Pease, 2d N. II. Nye	
		303	Gratton Luce	. I William L. Rossen
ndia asper	do	360	Martin Bowen	Atkins Adams
Java	do Brig	295 166		
		308	Andrew Almy	
John John Howland Logan		377	Stanton C Kicher	I. Howland, ir., & Co
		170	David F. Case	
		271	Richard G. Luce	. LJobn Coggeshall, ir .
Martna Midas Minerva Smyth	do	335	Gideon H. Smith	. I I. Howland, ir., & Co
		246	Jonathan Fisher	
Mercator Minerva	Bark	198		J. & J. Howland
Martha Mary Ann	do	240	Abrabam Swain	
Milo	do		Leonard West	
New England Nautilus	do	. 1 340	Isaiah Burgess	William C. Nye
Octaria Pacific		25		
		. 11	James Maxfield	. Alexander Gibbs
Roscoe	Ship do	36	Robert M. Joy	do
Swift	ob	. 32	1 Lewis Tobey	T. S. & N. Hathawa
Sophia		. 31	5 Elisha Dexter	
Sally Anne	do	- 1 20	0 Elihu Russell	John Coggeshali, jr
Wilmington and Liverpool Packe Winslow	tdo	38 26	4 Alexander Russell	Samuel Rodman
William Thompson Young Phenix				John A. Parker &
Fairhaven, Mass.				
Albien	Ship	39		
Amazon	(10	. 27	4 Caleb Kempton	. Alexander Gibbs
Town	l do	. 2	Barz. S. Adams	
Marcus	do			. Landaci Lispp

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wing returns of whaling-vessels

Managing owner or agent. d ard land, jr J. Grinnell
C. Russell ••••• er.... George Howland...... rd.... Job Eddy Seth Russell an.... r..... ord..... I. Howland, jr., & Co ... len.... Joi n Coggeshall, ir . . . I. Howland, jr., & Co . . her ll ss.... William C. Nye.

Alexander Gibbs.
Charles W. Morgan
do
T. S. & N. Hathaway John Coggeshall, jr Samuel Rodman Potter ... rt John A. Parker & Son. sailing from American ports-Continued.

	Da	Date—		of voy	yiage.		
Whaling- ground.	Of sailing.	Of arrival.	Sperm-oil.	Whaleoil.	Whalebone.	Remarks.	
ape G'd Hope. outh Atlantic . do	Nov. 9 June 19 July 16 Sept. 3	Mar. 2, 1831 Mar. 1, 1831 July 13, 1833 Jan. 25, 1818	2,950	Bbls. 2, 430	Lbs.	Probably returned in 1831, and was withdrawn.	
Fazil Banks Facrite Ocean South Seas Frazil Banks Pacific Ocean South Atlantic do Patagonia Pacific Ocean	Aug. 17 Jan. 33 May 28 July 3 Aug. 4	June 10, 183; Mar. 14, 183; Apr. 24, 183; July 15, 183; Mar. 4, 183; Feb. 26, 183; Mar. 22, 183	2, 150 3 2, 150 1 20 1 3	1, 000 1, 70 1, 20	0	Mate lost, 1831. Detained at Talcahuano 5 months on a frivolous charge. Chilinn government paid \$20,000 in 1875 as in- demnification.	
South Seas Indian Ocean Brazildo Patagonia Braz l South Atlanti Pacific Ocean do South Atlant	Jan. 30 June 20 July 2 Aug. 1: Roy. 2 Sept. 2	8 Jan. 31, 185 0 Feb. 19, 185 0 Mar. 26, 185 4 Mar. 9, 185 3 June 17, 185 6 June 14, 18 10 May 11, 18	31 2 34 2	Ful 2, 0 50 1, 4 1, 2 00 1, 0	00 20, 00 50	Occasion Marblehead Returned to Boston	
Atlantic Brazil Pacific Ocean do do South Atlan Pacific Ocea South Atlan Pacific Ocea Brazil Pacific Ocea Brazil Pacific Ocea	Jane Aug. Dec. Dec. Apr. May n May June July July Aug.	16 10 10 10 11 12 11 12 12 13 14 14 15 16 16 17 18 18 19 10 11 11 12 13 14 15 16 16 16 17 18 18 19 19 19 19 19 19 19 19 19 19	*32 832 833 833 831 831 1831	950	300 , 450	Probably returned late in 1830. Reported with 2,300 barrels. Probably of Fairhaven. Lost at Delago Bay, June, 1831. Lost at Delago Bay, June, 1831.	
Pacific Oceido	an Nov. Dec. Dec. Auty May July An Auty Sep Jau July Auty Auty Auty Auty Auty Auty Auty Aut	8 May 9, 23 Mar. 10, 13 Mar. 1, 16 July 5, 12 Nov. 21, 17 May 24, 23 Jan. 4, 29 Apr. 10, 20 Feb. 24 V. 18 Feb. 27 June 17 June 17	1834 1 1834 1 1831 1 1831 1 1831 1 1831 1 1833 1 1833 1 1833 1 1832 1 1832 1 1832 1 1833 1	100 100 240 2, 500 3, 000 2, 166 100 3, 000	1, 100 2, 100 1, 600	200 George Allington, second mate, killed by	
South At Brazil South South South At	antic Ju	h. 2 Aug. 27 b. 5 May 14 ne 14 Feb. 1 Jan. 2 liy 4 May 3 ne 17 Aug. 57 Aug. 57 Aug. 57 Aug. 26 Feb. 1	7, 1833 7, 1831 9, 1832 0, 1831		2, 300 1, 600 1, 630	whale March 6, 1833. 1, 300 Pardon Devol, first mate, died Deer 1830.	

Table showing returns of whaling-vessels

Name of vessel.	Class.	I oppage.	Captain.	Managing owner or agent.
1830.				1
Farhaven, Mass.—Continued. Pindus	Bark Brig Ship	19: 13: 30:	John Bunker George H. Richmond . Isaac Daggett	Lemuel Tripp
Westport, Mass. Mentor	Brig Bark Brig	85 165 134	Samuel Lake Charl & Downs John A. Cornell	
Falmouth, Mass.	Ship	38:	Obed Swain	Elijah Swift
Rochester, Mass. Franklin Lexington Soprouia	Bark Schoonet do		Nathaniel C. Cary Daggott	Gideon Barstow & Son
Nantucket, Mass. Aurora. Ann American Barclay Columbus Congress Clarkson George Hero John Adams Loper Lydis Omega Planter Phobe Pacific Peru Ploughboy Statira Sarali Zone	do	34/ 30/ 34- 33: 35: 36/ 34/ 37/ 31/ 25/ 39/ 34/ 49/ 34/ 49/	Edwin Barnard George Alley Shubbel Clark John Cotton David Swain, 2d Frederich B Chase Charles Flaher William C, Briggs William Plaskett Joseph Pease Nathan Chase Prince Collu, 3d Benjamin Barney	
Lynn, Mass. Atlas Plymouth, Mass.	Ship	26	S. H. Gardner	
Arabolla Newport, R. I. Frederick Augustus George Champin.	Ship		-	Ruggles & Bush
Warren, R. I. Miles				
Providence, R. I.	Brig.		Kelley	
Hudson, N. Y. America Alexander Mansfield Meteor	Shipdo		Cottle	S. G. Maceyde
Sag Harbor, N. Y. Argonaut American				

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HISTORY-OF THE AMERICAN WHALE FISHERY.

	Managing owner or agent.	
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nd .	Lennel Tripp	
	Theiliter Tribb	1
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		1
	Elijah Swift	
.	Gideon Barstow & Son	
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	Ruggles & Bush	
	. H. Ruggles & Son	
••••		
	S. G. Macey	

Whaling- ground.	Date-		Result of voyage.				
	Or sailing.	Of arri 7al	Sperm-oil.	Whele-oil.	Whalebone		Remarks.
dit	June 5 May 22 May 15	May 1, 1831 Nov. 93, 1830			Lbs.	Prob	ably returned late in 1830.
Cape de Verde» Pacific Ocean . Cape de Verde»	May 13 Apr. 22 Oct. 21	Nov. 5, 183 May 7, 183 June 29, 183	337				
Pacific Ocean .	Nov. 6	Nov. 1, 185	g, 000			Bui	lt in Falmouth 1830.
Brazil	July 3	May 21, 18 Sept. 24, 18	3)	1,75		Sail	ied 1830; was lost at sea Aug. 17.
Pacific Ocean do do do do lerazil do do pacific Ocean Brazil Pacific Ocean Brazil Pacific Ocean Brazil Pacific Ocean Brazil Pacific Ocean do do do do do do do do	Sept. 1 May 2 Apr. 1 June 9 Aug. 2 July 1 Oct. 5 July Dec. June Nov. May July July Oct. May	3 Apr. 28, 18 7 May 9, 18 7 May 9, 18 10 Apr. 18, 18 20 Oct. 5, 10 31 Apr. 13, 1 21 Apr. 29, 1 21 Apr. 29, 1 21 Apr. 29, 1 22 Jan. 6, 1 22 Nov. 5, 11 30 May 9, 1 25 Jan. 20, 1 25 Jan. 20, 1 25 Jan. 20, 1 25 Nov. 5, 11 30 May 27, 1 31 Apr. 2, 11 31 Jan. 14, 1 31 Jan. 14, 1	581 4, 4° 531 2° 531 2° 531 2° 531 2° 533 4° 5, 9 532 2° 533 2° 533 2° 534 2° 533 2° 534 2° 535 2° 535 2° 536 2° 537 2° 538 2° 588 2° 5	34 9: 1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1,	8 41 41 41 42 44 42 44 42 44 42 44 42 44 42 44 42 44 42 44 42 44 42 44 44	Bu	ilt at New York. aptain Briggs died on the voyage,
Brazil	June	30 or ear	ly '31			I	Bought from New York, 1830.
Pacific Ocean	n Sept	, 3 Apr. —	, 1834	301 3	, 101		
Pacific Ocea		Oct. 19 July 24	, 1833 1 , 1833 1	, 600	:	:::	
South Atlas South Seas	tic Jul	y 16 Mar. 2 Feb.	1, 1831 7, 1839		1, 201 Full		
Pacific Oce	an De	c. 2					
	an Au	ng. 3 Apr. 5 ne – Mar. 3	3, 1833 1, 1831	3, 200 123	2, 20	1, 60	Probably sold 1830. Captain Clasby kille

Tuble showing returns of whaling-result

Name of vessel.	Class.	Tonnage.	Captain-	Managing owner or agent.
1830. Say Harbor, N. Y.—Continued.				
Sag Haron, A. ———————————————————————————————————	Ship do		Parker Liabey	
Stonington, Conn.	Ship	331	Burdick	
New London, Conn. Ann Maria. Connecticut Conn. Perry Electra. Flora Friends Jonn & Edward Mentor Manchester Packet Neptune Plecils Superior Storington	Ship do	368 396 371 348 337 406 33 345 466 170 305 407 351 250	Chester Smith C. Holmes Griffing F. Smith Illydenburg Cararly Aliva Butler Fordham Richards J. Smith Fitch Pearson C. Butler	N. & W. W. Billings
Bristol, R. I.	Ship	1	Grinnell	
Aun. Essex Leonidas Edgartown, Mass. Almira.	. do do	. 200	Mayhew Cleaveland	
Planter	Brig		—— Реаве	
Amanda Abigail Averick	Shipdo	. 30!	Benjamin Clark Edward Swain	C. W. Morgan
Barelay Bramiu Brighton Brandt Courier Com, Decatur Condor Cicero. Chili Canton Cores. Corlon Cores. Corlon Cores. Corlon Corlon Cores.	Ship do	91 35 31 21 21 23 40 37	W. P. Huskins Rol ert Tuckerman Warren Howland Thomas Severance Seth D. Fisher Richard G. Luce Widiam Hussey David Collins Abram Gardner Mosco Samson	W. T. Russell & Co Jirch Perry Phillips & Russell
Dragon Emerald Equator Endeavour Enterprise Forrester Frances	Bark. Ship. do Bark.	3: 3: 2: 2:	Benjimin F. Ridden Richard Flanders Samuel Tilton, jr Charles B. Ray	I. Standish & Son Alfred Gibbs

AND FISHERIES.

owing returns of whaling-resuls

n.	Managing owner or agent.
1	
lyr	
on o	N. & W. W. Hillings
edge	
lark	C. W. Morgan
n, 2d	William R. Rotch & Co W. T. Russell & Co Jirch Perry Phillips & Russell George Howland
cher orton F. Riddell landers lion, jr Ray gs h, Westpor	I., Standish & Son Affred Gibbs t, Rochester, Fairhaven, and



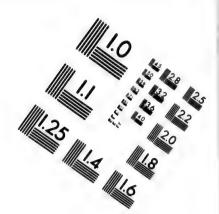
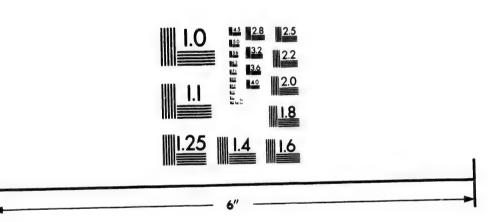


IMAGE EVALUATION TEST TARGET (MT-3)



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	Da	te-	Result	of vo	yage.		
Whaling- ground.		Of arrival.	Sperm-oil.	Whale-oil.	Whaleboue.	Remarks.	
trazil		May 14, 1831 Feb. 25, 183 May 14, 183 May 14, 183 Apr. 16, 183 Apr. 16, 183 May 20, 183	9(Bbls 1, 800 1, 900 1, 600 1, 200 2, 400 1, 500 1, 76 1, 45			
Brazil		May -, 185	31 2	18	1,200		
South Seasdo do do do do Tristan Pacific Ocean do Pacific Ocean do do do Pacific Ocean do Datific Ocean do Datific Ocean do Datific Ocean do Datific Ocean Atlautic Datific Ocean Atlautic	July 9 July 15 June 9 Aug 2: June 2 July 1 June 4 July 1 June 4 July June 4 July June 4 July July 1 July 1 July 1 July 1	May 10, is May 9, is May 9, is Feb. 16, is Janu. 17, is Janu. 18, is Janu. 17, is Janu. 18, is Janu. 19, is Janu. 19, is Janu. 19, is Janu. 20, is J	31 23 31 18 31 18 31	1, 41 10 10 10 10 11 11 11 11 11 1	8, 000 21 22, 000 22, 000 15, 000 15, 000 12, 000	Anson Grinnell, first mate, lost overboard March 1830. Captain Eldredge was left at Oahu, sick, Captured by Don Mignel's squadron, car- ried into Lisbon and condemned.	
Pacific Ocea	Nov. Nov.	19 June 12, 23 June 22	1835 2	, 20		Captain Swain died at Payta June 21, 1833. Ship chartered as a freighter from Val- paraiso to New York. Mate taken out of boat by a foul line, 1832.	
Cape Good I Pacific Oce South Atlasdo do South Atlado Pacific Oce South Atla Pacific Oce South Atla Pacific Oce	ntic Aug ntic Aug ntic Aug ntic Aug an Aug ntic Oct	95 Mar. 20 16 Feb. 25 15 Mar. 8 2 Mar. 17 1 Apr. 25 5 15 Jan. 7 1 Mar. 25 5 19 May 3 Feb. 2	i, 1832 2, 1832 7, 1833 5, 1832 1, 1⊭34 5, 1832	10	2, 55t 1, 70t 1, 40t	Bought from New York, 1931.	
Atlantic . South Atla Pacific Oc Tristan Pacific Oc	ean Jul Jul ean Au Ma	y 10 Apr. 3	27, 1832 23, 1833 11, 1832 17, 1834 2, 1833	1, 500 2, 300 1, 650	1, 20	Probably of Dartmouth.* See Dartmout	

Table showing returns of whaling-ressels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1831.				4
New Bedford, Mass.—Continued. George Porter Frand Turk George Pike Gratitude George Pike Gratitude Gratitude Hercules Hercules Hesper Heratd Hibernia Hope Honqua	do do do do do do Bark Ship do do do do do	3.23 315 336 375 334 261 305 327 262 331 417 417 342 301 311	Wilham Adams Flaher, jr. Flaher, jr. Albert G, Goodwin George F, Brown Frederick Ricketson. Henry Pease, 2d Benjamin Price Valentine Pease, jr. Frederick A, Chase. William Austin E, ward W, Cotlin E, ward W, Cotlin	Charles W. Morgan
ITIS JAVA John Adams Lancaster Liverpool Maydower Mercator Magnolia Mentor	do do do do do do do do Brig	311 297 267 382 305 246 396 89	Henry Colt Thomas B. Swain Obed N. Swift. Elihu Russell Isaac Swain Jonathan Fisher George B. Worth Peleg Cornell Joseph B. Leonard Elisher Elisher	Jireh Perry John C. Haskell Andrew Robeson
Maria Theresa Midus Mentor	do	32c 213	Alexander Waggoner Edward C. Barnard	William R. Rodman
Mercury Maria Nautilus Nautilus Nye Octavia Phenix Parthian Pioneer Phocion Persia Parker Pocahontas Ricimond Rissell Robert Edwards Rajah Tyo Brothers Triden Trident Trident Trimitent Timitent Timitent William Retch William Retch William Retch William Retch Existence Mass.	do Bark Ship Brig Brig Go do Brig Ship do do Brig Ship Bark Ship Bark Ship Bark Ship Bark Ship do do do	246 406 144 291 301 291 201 201 241 286 300 270 444	Charles B. Hammond Benjamin Ellis James C. Swain William Handy, jr. Charles F. Brown Step. Howland, jr. John Tucker. Shubael Worth Edward Howland. Joseph Bennett, jr. James Maxifeld Clement P. Covell Rouben Chase, 2d. Henry Tracy Peleg II. Sictson J.cbua Bunker. Charles E Waterman Frederick H. Barnare David L. Adams	J. A. Parker & Son. A. & N. B. Gibbs. Coggeshall & Russell John A. Parker & Son. I. Howland, jr., & Co. Benjamin Rodman J. A. Farker & Sons. William T. Russell
Fairhaven, Mass. Albion Arab Charles Drew Columbus Cadmus Frioudship	Shipdododo	27 34 38 38 32	Samuel Bunker Robert F. Fosdick Gustavus A. Baylies Frederick C. Taber. George R. Marchant	Lemuel Tripp Atkins Adams Gibbs & Jenney
Friendship Favorite Heroino Herald Isabella	Bark	26	Benjamin R. C. Wilso El Isaiah West	E, Sawin

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South

Tri-Pac Son Pac

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AND FISHERIES.

wing returns of whaling-vessels

	Managing owner or agent.
	1
ond	
jr	
win	Charles W. Morgan
etson	***************************************
d	
e, jr	Charles W. Morgan
	1
hase	J. & J. Howland
nase	J. & J. Howland
in	Jireh Perry
	Jireh Perry
	John C. Haskell
ег	Andrew Robeson
rth	Andrew Loneson
ard	
nggoner rnard	William R. Rodman
1	I. Howland, jr., & Co S. Rodman, jr
8	
s ater	J. A. Parker & Son A. & N. B. Gibbs
	A. & N. B. Gibbs Coggeshall & Russell
8in	Coggesnan & Russen
inly, jrd, jrd	John A. Parker & Son
d ir	John A. Parker & Son
h	I. Howland, jr., & Co Benjamin Rodman
h	Benjamin Rodman
tt, jr	
h land ett, jr evell e, 2d	
e, 2d	
	J. A. Parker & Sons
80n	J. A. Parker & Sons William T. Russell
aterman	
Barnard ms	
eshall	Alden D. Stoddard
sdick	Lemuel Tripp
esnansersdickBaylies Taberercbantercbantthaway C. Wilson	Atkins Adams
archant	Gibbs & Jenney
thaway .	
C. Wilson	E. Sawin
ert	E. Sawin
hie	

HISTORY OF THE AMERICAN WHALE FISHERY.

	D	ate-	Result	of vo	yage.	
Whaling- ground.	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	Remarks.
South Atlantic do Tri-stan Pacific Ocean South Atlantic Pacific desan do Description do Pacific Ocean do Description	May 9 July 5 July 12 Dec. 13	May 17, 1833 May 11, 1833	3, 100	1,80		Lost a man overboard, and in saving him lost second and third mates, two boat- steerers, and two men.
do do do do South Atlanti Pacific Ocean do South Atlanti Pacific Ocean Tristan Pacific Ocean Bahamas	Nov. 2: Nov. 2: Dec. 1 June 1 June 1 Aug. 2 May May Jan. Mar. 2 July Oct. lic July	7 Apr. 27, 123 8 Jun 25, 183 7 May 11, 183 9 Apr. 6, 183 8 May 27, 184 8 Feb. 10, 183 11 Feb. 26, 183 1 July 13, 184 1 June 15, 184 4 Mar. 26, 185 7 Apr. 5, 18	1, 5 12 15 15 14 12, 2 13 13 14 12, 0 13 13 14 13 14 13 14 13 14 14 14 14 14 14 14 14 14 14 14 14 14	90 1, 90 00 00 1, 3 1, 90 00 1, 3	00	Capsized in a squall in 1831; two men lost. The crew took to the boats and were picked up by a Kennebec vessel.
Pacific Oceandodo Pacific Oceandodo Gunea Atlantic Brazil Pacific Oceado Africa Pacific Oceado do do do do	Aug. Aug. July Nov. Aug. June June Jan. Mar. July Oct. Oct. Mar. Aug. Nov.	28 Sept. 25, 10 25 May 11, 10 29 July 28, 11 21 Mar. 24, 1 7 June 19, 1 28 July 27, 1 10 Mar. 15, 1 29 Oct. 8, 1 6 Feb. 24, 1 24 Aug. 3, 3, 1 3 Jan. 21, 1 9 July 20,	834 2, 835 1, 834 2, 832 832 832 832 1833 3 1833 2	600 600 000 150 2:0 1, 100 2, 700 150 1,		Captain Swain died January 3, 1832. Built, 1831, at Fairhaven.
do	ntie July Jun- Jun- Jun- Jun- Feb July Dec Aug Nov	19 May 1, 12 Feb. 22 e 15 Feb. 7, e 17 Aug. 11, . 5 Mar. 9, 7 23 June 12,	1834 1832 1832 1834 1832 1834 1835 1835	2, 400 1, 700 1, 500		
East Cape. Pacific Occdo South Atla Pacific Occdo South Atladodo Pacific Occ. East Cape.	an Oct Ap Intic. Ju ean Ms De antic. Ju	ly 30 Sept. 26 ne 9 Feb. 2	, 1834 , 1834 , 1832 , 1834), 1835), 1835 7, 1832 2, 1838	1, 343 2, 044 2, 313 1, 869 150	2,000 2,000 1,600 Full	Bought from Salem, 1831.

Table showing returns of whaling result

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.		
1831.						
Fairhaven, Mass.—Continued. Leonidas Oregon Pindus South Boston.	Ship do Bark Ship	307 193	John H. Pease Nathan F. Delano John C. Daggett Sheffel Reed	L. Tripp		
Nantucket, Mass.			r			
Baltic	Ship do	421 301 410 344 318 335 309	William Barney, jr Wilham Chadwick Peter Coffin Frederick Arthur Joseph M. Chase Joseph Pease	Griffiu Barney P. H. Folger Richard Mitchell C. G. & H. Coffin Jured Coffin David Joy		
Fame	do	374	Seth Worth			
John Adams Linna Mary Mary Mary Mitchell Pern Pacific	do do do	286 354 255 314 325	William Brooks, jr Will am Plasket Sanford Wilber	David Joy, ir		
President Rose Richard Mitchell Spartan	do	38	Obed Starbuck G James Gwinn Burzillai Coffin	P. Mitchell & Sons Daniel Jones		
Swift	do	32	Moses Harris			
Stonington, Conn. Charles Adams Courier Francis	Ship Schoone Ship		Barnard			
Edenton, N. C.						
Robert	. Sloop .					
Provincetown, Mass. Fair Play	. Schoon	e1				
Dartmouth, Mass.	. Bark	- -		Sears & Howland		
Westport, Mass. Elizabeth Industry Mexico. Thomas Winslow	do	; i	Peter Hussey, 3d Soule Job Davis Samuel Lake			
Rochester, Mass.	N-ala		Nothaniel C. Carey			
DryadeFranklinLexingtonLaurel	Schoor	101		Gideon Barstow		
Providence, R. I. Olive Branch	Ship		Cook			
Lynn, Mass. Atlas Louisa	Ship .		S. H. Gardner 382 I. Townsend	Hezekiah Chasedo		

owing returns of whaling reside

n.	Managing owner or agent.
eelano	L. Tripp
ain, 2d ney, jr dwick rthur nase	Griffin Barney P. H. Fedger Richard Mitchell O. G. & H. Coffin Jared Coffin David Joy
rkinalow	Griffin Barney
oka, jr sket ber rt	Griffin Barney David Joy, jr Paul Mitchell T. & P. Macy Joseph Starbuck do
n n offi n ffin	
r rdster	
Ray	Sears & Howland
sey, 3d ke	
C. Carey . Brock zett	Gideon Barstow
· · · · · · · · · · · · · · · · · · ·	Hezekiah Chase
ner	do

	Da	ite	Result	of vo	age.	
Whaling- ground.	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	Remarks.
South Atlantic Pacific Ocean South Atlantic	July 6 Dec. 20 June 15 July 16	Feb. 27, 1832 July 10, 1834 Mar. 26, 1832 Feb. 12, 1832	Bbls.	1, 200	Lbs.	
Pacific Ocean Sou'h Atlantic. Pacific Ocean Atlantic	Oct. 20 July 1 Sept. 20 May 26 June 9 July 21 July 20	Sept. —, 1834 May 8, 1832 Apr. 29, 1835 Mar. 26, 1832 Apr. 11, 1832 Jan. 17, 1835 Mar. 30, 1834	13	1, 890		Built at Mattapoisett 1832.
Atlantic	July 20 July 27	Mar. 30, 1834				Captain Prince, the mate, and five men died of scurvy; Matthew Clark, a boat- steerer, took command Lost on the coast of Brazil. Saved 400 barrels sperm. Third mate, F. W. Ramsdell, drowned by
Atlantic	June 9 May 21 July 20 July 25	Apr. 22, 1835 May 11, 1835	10 1,63	5 1, 14	9	Built, 1831, at Rochester.
Atlanticdodododododododododododododo	Oct. 10 Nov. 20	Jan. —, 183 Apr. 14, 183	4 1,63	30		granted on the bar going out; got off and
dododododo	Dec. '	1 Dec. 31, 183 3 Oct. 28, 183	4 2, 1	40		To be an at Mentneket 1835.
South Atlanti do Brazil	. Sept.	1				Tender to C. Adams,
Atlantic	Apr. 1	.9, 18	31			
			299 1	850		Reported with 130 sperm.
Pacific Ocean Brazil Cape de Vere	July	2 Apr. 24, 1		1, 220	200	
Cape Good Ho	ope Aug.	30		1,	550	
South Atlan	July	20 Apr. 23, 1	163	1,	400	
Cape de Vei				140		Credited to Providence, R. I., but pro- ably helongs to Provincetown, Mass.
South Atlan	ntic. May	25 1831 or 23 Feb. 25,	1832 1832	l i	200	••••

Table showing returns of whaling-ressels

Name of vessel.	Class.	Tounsge.	Captain.	Managing owner or agent.
1831.				1
Falmouth, Mass.				Williah Coule
Princite	Bark	200	Toward Swift	Elijah Swiftdo
Pagalantas	Ship	400	Joseph Swift Henry C. Bunker	do
Jneas	40	1		
Newport, R. J.		1	C 907 3.F	Bush & Clarke
John Coggeshall	Ship		S. W. Macy	Duan & Ciarke
Boston, Mass.				
	Ship	350	B. S. Adams	Atkins Adams
Jasper	muh	300		
Bristol, R. I.		1	,	
	Ship		Grinnell	
Ann	do		Mayhew	
Essex	do		Swain	
		1		
New London, Conn.		-	—— Hobron	
Com. Perry	Ship	270	Davis	
(thologo	do		(1 1.3	
Caledonia Connecticut	do	390	Paul Burgess	
			Cavarle	
Electra	do	338	Allen	
Flora	do		Smith	
Tonos	.ldo	33₺	Fish	
	do		do	
Noptune		er		
Stonington	Ship	35	1	
	do	250	Sayor	
Wabash. The Jason, Captain Coit, (E. M. Frink & Co.,) strived May 31, 1835, from Pacific Ocean, full. Probably sailed 1831-32.				
Sag Harbor, N. Y.				
Acceta	. Ship		Allen	
		. 36	e Pearson	
Argonaut		06	5 Hand	
Columbia	do	31	0 Howell	
Cadmus	(10		YOL	
			Greene	
MarcusNeptune	do do	28		
Potosi				
Phenix	do		. Greene	
Thames	do		- Hand	
			Sayer	
Telegraph	do		N. Case	H. & M. COFWID
Thorn Telegraph Triad Xenophon	do .			
Warren, R. I.	Ship .		384	Child & Driscol
Benjamin Rush			70	Tours Smith
Magnet	do .		Brown	Joseph Smith
	do .	.	Champiin	
Rosalie			Mayhew	J. Smith, jr
477	1 do .	1		
warren		- 1		

AND FISHERIES.

owing returns of whaling-ressels

	Managing owner or agent.
aker	Elijah Swift
i	W. E. Hollis
sslylers	
n	
	T t. N. Congrin
own amplin llweil yhew	

HISTORY OF THE AMERICAN WHALE FISHERY.

	Di	ite-	Rosult	of voy	age.	
	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil	Whalebone.	Remarks.
Pacific Oceandodo	Jan. — July 10 Nov. 9	Mar. 20, 1834 Apr. 23, 1835 ————————————————————————————————————	Bbls. 800 1, 700 2, 900	Bbls.	Lbs.	
do		Mar. 29, 1835	1, 500			Built 1834.
South Atlantic	June 29					
South Atlantic Tristan	Aug. 7	Mar. 23, 1832 June 8, 1832 Apr. 3, 1834		1,056	15, 800	
Pacific Oceandodo	May -	Sept. 5, 1834 June 16, 1835				Captain Burgess killed while fast to a whale, September, 1831.
East Cape South Atlantic South Atlantic do Brazil	May 23 Apr. – May 25	Mar. 13, 183; Dec. —, 183; Apr. 8, 183;	10	1, 200 Full		
South Atlanti Pacific Ocean South Atlanti Brazil South Atlantido Brazildo Africa South Atlanti Brazil	July 30 May 2 July 3 July 3 July 3	Mar. 21, 183 Mar. 3, 183 Mar. 3, 183 Feb. 24, 183 Apr. 1, 183 Apr. 1, 183 Apr. 1, 183 Feb. 24, 183		2, 00 Full 1, 93 2, 3 1, 80 2, 43	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Belonged to Greenport; lost at Falkland March, 1833. Had 1,400 whale; save
South Atlant Brazil Pacific Ocean Brazil Pacific Ocean	July 3	Mar. 3, 18, 9 Mar. 27, 18, June 19, 18, 18, 18, 18, 18, 18, 18, 18, 18, 18	14 2. 8	0(3, 0	DL	Belonged to Green port.
Tristan Pacific Ocea Tris an Pacific Oceado	n . Sept. June n . June	3 Feb. 20, 18 2 Apr. 2, 18	35 1, 32 34 1,	130 1, 2	óı	adelphia, .314.

Table showing returns of whaling-result

Name of vessel.	Class.	Tonnaçe	Captain.	Managing owner or agent.
1831.				
Hudson, N. Y.			37 11-	
exander Mansfield	Ship		Rawaon	
enry Astor	do			
ashington	do		Barrett	
Edgartown, Mass.			Tamana	
and Martha	Ship		I.uce	
OBL	do	1	Fisher	
obort	Sloop		Osborue	
1532.				
New Bedford, Mass.	Bark	915	Latham Cross, jr James Shepherd	Committee
manda Inn Alexander	Ship	95	James Shepherd	George Howland John A. Parker & Son Gideon Allen
Immthymt	Bark	359	Jonathan Fisher Herman N. Stuart	
rumin	Ship	310	Francia Nell	N. Leonard & Co
Brandt	do	247	Seth D. Fisher	Gideon Alien
Oral	do	376	Russell Maxifeld George Crocker	
hina	do	36	George Crocker Tristram D. Peass	
ambria	do	310	Tristram D. l'ease	do
Jeres	do	29:	Thomas Saverance.	A. & N. B. Gibbs
Courier	do	. 381	William B. Cash	
Chill	do	349	Dichard G. Luce	Charles W. Morgan
Chili Conder Endewyour Eagle	do	231	Edward Soule	T. & A. R. Nye
Eagle	do	. 334	Clement Norton	T. Riddell
Eagle Emerald Francis Falcon	do	397		
Falcon	do	. 27.	Joseph Barker	
Faices George and Martha Grand Turk Gon. Pike	Bark	275	a thea Aliev	
George and Martha	Ship	334	Abraham T. Eddy	Oliver Crocker
Grand Turk Gen. Pike	do	31:	William Adams	P Diddell
George Porter	do	. 330	of Toponh Covell	George Howland
George Porter	do		Nehemiah West	
Cougo	do	296	Peter F. Chase	D. R. Greene
Hercules	do	31:	Owen Hillman	
Hercules	do	38 28		
Hope	do	28	Wrederick Ricketson	n
Hope	do	33	d Albort G Goodwin.	
Huntress	do	39	Honey Pease 9d	
Hibernia	do	31	tharles (L. Smith	George Howalita
Java	do	99	I Henry Colt	40
John	do .	30		
Hope House House Hibernia Hope John John Howland			Unmon Norris	
London Packet	do .	3	8. John A. Howland.	Cideon Allen
Milton	do .	2	54 Charles H. Taber .	
Milwood	do	2	46 Anson Churchill.	DOF
Midas	do		Alexander Waggor Peter Hussey Joseph Crocker	avilliam P Grinnell
Messenger	Brig .	1	71 Joseph Crocker	William P. Grinnell
Mary Aun.	Ship	3	Joseph Crocker Joseph B. Leonard Richard Weeden John H. Pease	
Mary Aun	do		Richard Weeden John H. Pease	J. A. Parker & Son. T. & A. R. Nye
Norfolk	do	9	211 Ezra Smith	T. & A. R. Nye
Norfolk Nye	Bark			
Nye	Ship	8	Caleb Kempton Benjamin Ellia	

HISTORY OF THE AMERICAN WHALE FISHERY. sailing from American ports-Continued.

	Managing owner or
	managing twiter of
angeron a	,

jr d r	George Howland John A. Parker & Son . Gideon Allen
	N Leonard & Co
en, jr	William T. Russell William R. Rodman
ance	A. & N. B. Gibbs
ce	Charles W. Morgan T. & A. R. Nye. T. Riddell
· · · · · · · · · · · · · · · · · · ·	Printer D. Dotch & Co.
ddy us mond	Oliver Crocker
mond .	
e	
cketson.	
9d	George Howland
fards.	
chill	J. A. Parker & Son
ker onard	William P. Grinnell
eden se der ton	J. A. Parker & Son T. & A. R. Nye
ton llis	

	D	ate	Result	of voy	age.	
Whaling- ground.		Of arrival.	Sperm-oil.	Whale-oil.	W.halebone	Romarka
South Atlantic Pacific Ocean Pacific Ocean	June 20 Nov. 25 May 16	Feb. 26, 1832 Jan. 18, 1835 Jan, 1834 Apr. 28, 1835	3, 100	3, 000	Lbs.	Built at New York, 1890.
do	Apr. 23	May 25, 1834 June 18, 1834 June 16, 1831	2, ≥00 35			
South Atlantic			1, 880	17		Condemned at Mahe, 1834; had 600 sperm.
Pacific Ocean	Aug. 2 Sept. 6 Apr. 10	Dec. 24, 1835 Dec. 24, 1835	1, 837	3,004		Captain Fisher died 1834.
South Atlanticdo do Pacific Ocean South Atlantic Pacine Ocean	May 16 May 16 May 26 May 10 June 2	Feb. 4, 1814 Apr. 44, 1833 Mar. 7, 1833 May 31, 1835 Apr. 49, 1833 Oct. 3, 1835 Sept. 21, 1835	2, 45' 90 1, 994 1, 627	1, 450 1, 350 2, 1 00		Second mate lost overboard, 1832.
South Atlantic	Aug. 3	Jan. 27, 18 3	836	2, 200	12, 000	
Pacific Ocean South Atlantic do	June 30 July 3 July 14	Mar. 22, 1833	70	1,50:		
do	July 5 June 23 July 18	Mar. 12, 1833 Apr. 22, 1833 Apr. 22, 1833	2, 500	1, 20: 2, 00: 1, 80-		
South Atlantic	June 2 June 17	Mar. 14, 18 14				Davis Luce, second mate, died 1832.
Pacific Ocean	Dec. 17	Nov. 5, 1835 Dec. 28, 1835	2,30	G		Providence, 1831.
South Atlantic Tristan Pacific Ocean South Atlantic	June 13 June 21 July 2	Oct. 2, 183	2, 50	0		
do	. July 14	many t, less	1,5			
Pacific Ocean South Ailanti	e Aug. 14	1 Inno 17 183	1			
Pacific Ocean South Atlanti do Pacific Ocean	dune 21	l Apr. 28, 1*3; 3 May 9, 183;	3 1	2,00	0	Could Mad from injuries conse
odo do South Atlanti	May	2 July 24, 183 3 Apr. 2, 183	1, 3, 3	20 1, 1-	(Returned with crew sick with sourcy.
do Pacific Ocean South Atlanti	June 2 July 1	3 July 17, 183 2 Aug. 6, 183	3 1,2	2, 10		
Pacific Ocear South Atlant Pacific Ocear do	io July 1 1. Nov. 2	3 May 13, 183 3 Mar. 7, 183	3	1, 4	d	Lost on Juan Fernandez, 1833.
South Atlant	ic July 1	3 Apr. 22, 18 7 Jan. 2, 18 2 May 12, 18	3 4	00 70 50 1, 03	0	
19	may 4	and and and		,		

Table showing returns of whaling-vessely

Name of vessel.	Class.	Tomage.	Captain.	Managing owner or agent.	
1839.					
New Bedford, MassContinued.					
Phocion Parthian Pocahontas Quito Gonseen Rebeces Sina Sally Anne Stephania South Carolina Tobacce Plant Two Brothers Victory Zephyr	do do do do	985 111 141 135 305 400 312 315 302 97 285 466 364	Peter M. Coffin James Maxfield Walter Hillman Barma Coffin William H. Cox Elisha Dexter	William R. Rodman	
Fairhaven, Mass.	GI-1.		And the files	Name of Alberta	
Amazon Albion Charles Drew Columbus Herald Heroine Java Juaper Leotidas	. do do do do do	201	Arthur Cox John E. Coggeshall Fosdick David Osborn Isainh West Bend, R. C. Wilson William Ritchie Barz, T. Adams Charles Fisher	Sawin & Church. E. Sawin Gibbs & Jenney N. Church Atkins Adams Jenney & Tripp	
Maine Marcia Occar Pindus Pactolus South Boston	do Bark		Jared Worth Peter Butler, jr. Charles Downs Prince Ensetl Grinnel Read	E. Sawin E. Sawin I. F. & J. Terry E. Sawin	
Nantucket, Mass. Alexander Coffin Atlantic Barelay Congress Constitution Columbus Charles Carroll Charles and Henry Cyrus Eagle Enterprise	do do do do do do do	3*1 321 301 349 344 371 336 325 335 415	David Baker Elhin Fisher William Barney, jr Charles Abrahams James G. Coffin Reuben Russell, 2d Owen Chaso George Joy- Benj. R. Hussey Charles Smith John Stetson	P. & B. Gardner. Griffin Barney C. G. & H. Coffin Paul Mitchell & Sons C. G. & H. Coffin David Joy	
Frankliu	do Schooner	946	Joshua Coffin, 2d Macy		
Fame	do Sloop	374 965 359 360 364	Seth Worth	Philip H. Folger W. H. & G. L. Grardner & J. Mitohell	
John Adams. Japan Klugston Lexington Loper.	do do Schooner	206 333 312 316	Shubael Clork Wil iam Plaskett William E. Sherman Cash John Cotton	Griffin Barney James Atheorn Frederick Hussey & Co	
Mariner Mount Vernon Maria Maria Ocean Orbit Ontario Peruvian Planter	do do	349 384 365 349 351 354 334 340	Eben Coleman. Edwin Collin. Alexander Macy. Elijah Parker John J. Gardner Edwin Barnard Benj. Coggeshall Reubon Manter	T. & P. Macy C. Mitchell & Co. Gilbert Coffin	

ing returns of whaling-ressels

Managing owner or agent. William R. Rodman field ovell . yhew . Sawin & Church..... E. Sawin..... zeshall . . Gibbs & Jenney Vilson ... chie ner Jeaney & Tripp E. Sawin r, jr vna woll I. F. & J. Terry E. Sawin P. & B. Gardner..... Griffin Barney C. G. & H. Coffin Paul Mitchell & Sons C. G. & H. Coffin David Joy film, 2d..... y Philip H. Folger W. H. & G. L. Gardner ... S. & J. Mitchell Samuel B. Folger T. Hussey & Son lark laskett Sherman . h T. & P. Macy

C. Mitchell & Co.
Gilbert Coffin

	1	Onte-	Roon	lt of vo	nyage.		
Whaling ground.	Of arrival.	Spermed.	Whale-oil.	Whalelene.	Remarks.		
South Atlantic do do day day day day day day do do do do do do South Atlantic do do do South Atlantic	June 95 Aug. 98 Sept. 8 Aug. 13 July 3 Aug. 98 June 28 July 23 June 16 June 30 June 17 June 17	Mar. 93, 1863 Aug. 7, 1834 May 93, 1833 Jan. 26, 1834 Dec. 9, 1853 July 18, 1833 Apr. 11, 1834 Mar. 94, 1833 Apr. 11, 1834 Mar. 94, 1835 Sept. 19, 1833	3, 300 1, 500 700 1, 800	1, 400 1, 650 1, 000 1, 900		Sold part of her cargo at St. Michaels. Full; 350 sperm.	
South Atlanticdododododododo	July 19 June 20 Apr. — Aug. 5 July 21 June 15 July 1 June 6 May 13 July 3 Nov. 24 June 20	Mar. 20, 1833 Mar. 17, 1833 Aug. 22, 1834 Mar. 7, 1833 Apr. 14, 1833 Apr. 14, 1833 Apr. 22, 1833 Jan. 10, 1834 Apr. 29, 1833 Mar. 7, 1836 Dec. 29, 1835 Feb. 14, 1833	200 2, 200 360 100 350 40 75 2, 250 1, 040	2, 000 1, 300 900 1, 530 2, 060 1, 050 3, 000	20, 000		
Pacific Ocean do do	Dec. 25 Oct. 9 Sept. 3 Jan. 13 June 29	May 19, 1836 Sept. 14, 1835 July 21, 1835 Apr. 29, 1835 Apr. 21, 1833	1, 946 1, 945 1, 006 988	1, 230		Bailt 1832,	
Atlantic	July 7 Oct. 10 Nov. 25 Oct. 3 July 8 Dec. 30	May 41, 1834 Mar. 3, 1836 July 7, 1836 Apr. 21, 1836 May 7, 1833 June 19, 1836	9, 610 9, 546 1, 810 903 1, 896	723		Built 1832 at Nantucket, Built 1832. Captain Stetson left the ship and came home sick.	
Atlantic Nant. Shoals	May 8	Apr. 12, 1834 Sept. 29, 1832	991			Schooner Factor made two cruises; re- turned September 12 with 9 blackfish, and again September 29 with a large (hump-	
Atlantic	June 10 June 5 July 31 Nov. 22 June 11 Sept. 22 July 6 June 17 Oct. 19	Mar. 20, 1833 Aug. 24, 1835 May 7, 1834 July 17, 1835 Dec. 21, 1835 May 11, 1835 Mar. 14, 1833 May 6, 1834 Oct. 3, 1835	1, 467 90 9, 280 2, 070 224 632 484	1, 456 678		back?) whale. First mate, Ammiel Joy, died on the voyage.	
South Atlantic Pacific Ocean do do do do do do do do do d	Nov. 25 Aug. 19 Sept. 15 Oct. 10 June 16 Aug. 3 Dec. 1 June 10	Sept. 6, 1833	2, 429 3, 071 1, 665 1, 490 2, 011 1, 345 1, 854	783		Sunk at sea 1835, homeward bound, with 1,800 sperm. Built 1832 at Rochester. Built 1832 at Mattapoisett. Built 1832.	

Table showing returns of whaling-vessels

Peru Sail 31	Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.	
Decific Ship 314 Joseph Congoon David Joy	1832.					
Decific Ship 314 Joseph Congoon David Joy Devil Per Bark 55 Rambler Ship 30 Remper do 35 Remper do 35 Thomas Berrick Jarel Collin Thule do 35 Washington do 37 Wonng Eagle do 37 Remper do 35 Zenas Collin Westport, Wass. Elizabeth Brig Soule Industry Mass. Bartholomew Gosnold Ship 366 Industry do 41 Indosnotk do 37 Remper do 35 Remper do 37 Remper do 36 Remper do 37 Remper do do 37 Remper do do 37 Remper do do do do Remper do do do Remper do do do Remper do do do Remper do do	Nantucket, Mass Continued.				Doub Mitchell & Sons	
Mestport, Mass.	Pacific Peru Rambler	Bark Skip	£51 31⊧ 33⊧	William Brooks, Jr Thomas Dertick Tristram P. Swain Josiah Smith	David Joy Aaron Mitchell Jared Coffin	
Elizabeth Bark Bark Brig Soule Soule Davis	Washington Young Eagle Zenas Collin		377	Thomas W. Hussey Benj, A. Coleman John B. Coleman	Simeon Starbuck C. G. & H. Coffin	
South South South South South Davis		* 1		Dan C Sanford		
Bartholomew Gosnold	Industry	Brig		Soule		
Bartholomew Gosnold				T. 1. (1 Demost	Word M. Parker	
Edwar Quesnal Ship Barnard John Eddy	Hobomok			Barnard		
Ship 373 George Gibbs Nye & Thompson	Edwar QuesnalGold Hunter	Ship	-			
Edgartown, Mass.	Wareham, Mass.	Clife	99	George Gibbs	Nye & Thompson	
Ship		Smp	34	George Grass		
		Chin		Tohey	G. Norton	
Dryade		Sup				
Laurel	Dwendo	,40		Priam P. Brock		
Ship	T aumol	. Schoon	61	. Maynew		
Catherine	Salem, Moss.	Chin		Russell		
Atlas	Catharine	do		Paddock		
Ann Parry Ship 346 Ray James Remark	Atlas	Shipdo			H. Chase & Co	
Ann Party do	Portsmouth, N. H.				Tomes Kennerd	
Ann. Ship Littlefield America Br-at Cluss Pocahontas	Ship do .			out of the second		
	Ann America Balanna Bowditch Canton Packet Corinti' an	Ship do		Chase Chas	W. H. DeWolf William R. Taylor Fitz Henry Homer W. H. DeWolf William R. Taylor William H. De Wolf	
Newport, R. I. Ship A. W. Dennis Engs & Bush					Engs & Bush	

owing returns of whaling-vessels

	Managing owner or agent.
ks, jr ick wain	Paul Mitchell & Sons . David Joy . Aaron Mitchell . Jared Coffin . Simeon Starbuck . C. G. & H. Coffin .
rd	
gett rd	Ward M. Parker Elijah Swift
rd	John Eddy
	Nye & Thompson
lichmond.	
Carey	. Gideon Barstow & Son.
eil ock pto	
ley lner	H. Chase & Codo
nard	James Kennard
lefield so gett dford unell cox th	W. H. DeWolf William R. Taylor
nis	Engs & Bush

	D	ate—	Result	of vo	yage.	
Mpaling- ground files 0	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	Remarks.	
ndian Ocean Atlantic acific Ocean do do do do do	June 28 July 28 June 17 Sept. 5 Dec. 21 Nov. 5 July 11 June 24	Apr. 1, 1834 May 22, 1833 Apr. 3, 1835 Mar. 18, 1835 May 30, 1855 Dec. 30, 1835 Oct. 18, 1835 Oct. 21, 1832	1, 695 1, 950 270	1, 450 792 48	Lbs.	Added 1832; formerly a merchantman; Captain Smith left at Talcahuano. Built 1832 at Rochester.
Pacific Ocean Atlantic Cape de Vordes	June 20	July 27, 183; Oct. 19, 183; Nov. 2, 183;	900 3 134 420			
Pacific Ocean do	Nov. 29 Dec. 24	Aug. 5, 183 July 6, 183	2, 200 6 1, 700			Built at Falmouth 1832. Built 1832.
Pacific Ocean . Brazil		Nov. 13, 183	5 2,00			
Pacific Ocean .	Oct. 31	Oct. 19, 183	3, 95	٠		Built 1892
Pacific Ocean	Sept. 15	Mar. 24, 18	36 2, 10	·		
South Atlantic		Mar. 22, 1× May 12, 18	33	7	(n) (0)	Captain Brock and his boat's crew wer lost while just to a whale, September 2 1:32.
Pacific Ocean Atlantic		Oct. 22, 18	35 2, 10	3t		
Pacific Ocean do South Atlant Pacific Ocean	. Mar. 2	9				. !
South Atlant		8 Apr. 12, 1 Apr. 21, 1	833		600 5, 0 000	
Pacific Ocear			836 1, 9 836 1, 9			
South Atlant Pacific Ocean South Atlant Pacific Ocean do	July ic Aug. Nov. Dec. June June	2 Nov. 18, 1 16 Dec. 28, 1 14 June 9, 1 29 Mar. —, 1 29 Octr 11, 1	835 2, 835 1, 836 1, 833	60t 60t 200	900	
New Zealand	lApr.	_ June 11,	1835	200 1	, 800	Sailed under command of Capt. F. Spool who left her at New Zealand.

Table showing returns of whaling-ressels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1832.				
Warren, R. I.				
	Ship		Pickens	
	snip		—— Champlin	
ilesorth America	do		Borden	
New London, Conn.				
- Maria	Ship	414	Butler	Abner Bassett
	Brig	414		
etay	Ship		Saver	
oston	do	270 -	Hobron	
om. Perryonnecticut	do	390 -	Chester	
		338	Allen	
lora	do		Brewster	
lora eorgia ones	do		Fisher	
ones ulius Cæsar	do		—— Cliff	E. M. Frink & Co
ulius Cæsar Jontgomery Jc Donough	Schoone Ship			
AcDonough	do		Read	
Hamenescer 3 de le contraction	. tto		——— Rice ——— Middleton	
dentor Neptune	do		Richards	
Neptune North America	do		Wood	
North America Palladium	do		Smith	
Palladium Fuscarora Wabash	do		Fuller	
Sag Harbor, N. Y.				
Acasta	Ship		Harris	
		282	Jones Howell	
American Aun Cadmus	do	310	nowen	
Cadmus	dodo		Hand	
Columbia	do .		Fordham	**
Frankiiu	do .		Rogers	
Gov. Clinton	do .	309 283	Cartwright	
Marcila	do .	253	Halsey	S. & B. Huntting & Co
Nimrod	do		Cooper	S. & B. Hunting & O.
Hannibal Marcus Nimrod Noptune Phenix	do		Cooper	
Phenix	do .	299	Havens	
Thorn	do .		Lopet	
Greenport, N. Y.			Isaac Sayer	II. & N. Corwin
Delta	Smp		game onger	
Hudson, N. Y.	Ship	320	Taber	Barnard, Curtis & Co
Alexander Mansfield	do	400		do
America	do		Gardner	
Beaver	do	290	B. Lawrence	
Boston, Mass.	Brig	12	E. Tillson	Lombard & Whitmo
Wave				
Stonington, Conn.			Allen	C. B. Williams
Acasta	Ship			
			Pendleton. Burrows	
Frances	l'rig		Burrows	
			1	
Mystic, Conn.			Churchill	
Bingham	Ship		. Churchill	
New York, N. Y.			William H. Youn	g
			Rawson	

ing returns of whaling ressels

	Managing owner or agent.
-	and the second s
i	N. M. Wheatou
	Abner Bassett
	Abilor Dassoy
	N. & W. W. Billings
	N. & W. W. Billings E. M. Frink & Co
m	
m	
ght	
	G & B Huntting & Co
	S. C. D. Huntering
	S. & B. Huntting & Co
	H. & N. Corwin
e r	Barnard, Curtis & Co
OT.	do
	Robert A. Barnard
	Lombard & Whitmore
	C. B. Williams
eton	
W8	
hill	
11111	
	1
	1
Young .	and and a committee

	1	ate-	Resul	01 10	y ago.		
Whaling- ground.	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.		Remarks.
South Atlantic Pacific + cean South Atlantic do	June 3	April 14	1, 400	1, 45 1, 49	1	-	
South Atlantic Pacific Ocean South Atlantic do do do do do co do Co East Cape South Atlantic do	July 20	Feb. —, 183 Mar. 31, 183 Mar. 31, 183 Mar. 23, 183 Feb. 27, 183 Feb. 28, 183 Apr. 15, 183 Feb. 13, 183	3 9 3 18 3 46 3 3	1, 90 0 1, 41 0 1, 3: 1, 80 2, 90 1, 7 2, 3	00 16, 00 10 20 00 00 00	00 Of 2	Norwich, probably.
South Atlanti Pacific Ocean Pacific Ocean East Cape South Atlant	Sept. 1	Oct. 3, 183 Aug. 15, 185 Apr. 19, 185 May 30, 186 Feb. 6, 185 Mar. 5, 185	3 2 16 14 1 15 1, 2 33	00 2,	36 300 100 11 200		enter took out several missionaries.
South Atlant do South Atlant South Atlan do	June Nov. June June June June June	— May 23, 18 21 Apr. 15, 15 Apr. 14, 18 Apr. 2, 18 Apr. 28, 10 May 14, 10 112 Apr. 27, 11 Apr. 28, 1	33 33 33 33 33 33 833 833	170 2, 170 2, 1, 250 1, 1, 60 2	150 300 130 600	, 500	
South Atlan	atic. Jun	e 5 Apr. 22, Apr. 23,	1833 1833	120			
do		r. 28 Jan. —,	1833	300			71 II (000 appents)
South Atla do do		Feb. 19, Sept. 2, Sept. 2, Sept. 2	1833 1833 1833 1833	100 100	2, 200 2, 300		Full, (200 sperm.)
South Atl							Returned leaking 500 strokes per ho
		Mar. 18	1833		2, 260	18, 900	

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.	
1532.	- '				
Newburgh, N. Y.	Ship		Cook	Newburgh Whaling Co.	
Plymouth, Mass.	Ship		Russell		
Salem, Mass. Bengal	Ship		Russell		
Poughkeepsie, N. Y.	Bark		Davis	Poughkeepsie Whal. Co	
Lynn, Moss. Atlas Clay Louisa	Ship do	260 20° 382	I. Woolley I. Townsend T. H. Gardner	Hezekiah Chasedodo	
Falmouth, Mass. Bartholemew Gosnold	Ship	356	Daggett	Ward M. Parker	
1833.					
New Bedford, Mass. Adelino Brandt Benezet Com. Rogers Com. Decatur Chill Charles Courier Condor China Cicero Cicero Cores	Bark Shipdododododododo	192 298 241 291 290 293 349 376 252	Asoph Taber George Tobey Lot Luce Barz, Morselander Thomas Severance Richard G. Luce Russell Maxifeld William Hussey	Charles W. Morgan William H. Stowell Kollock & Grinnell	
Columbus Cora Dartmouth	Bark	220		William R. Rodmau I. H. Bartlett I. Howland, jr., & Co	
Engle Endeavour Enphrates Emorald Emuly Morgan Equator Franklin Frances, 2d. Fonelon Frances Henrietta	Ship do do do do Bark Ship do	33: 25: 36: 35: 26: 33: 36: 26: 33:	Edward G. Soule Shubael Norton Clement Norton George C. Ray Peter M. Coffin Elijah Davis John Brigga Jeptha Jenney, j	C. C. Gilbert Lawrence Grinnell. Thomas Riddell & Son Charles W. Morgan Levi Standish Abm. H. Howland. Gideon Allen	
Falcon Grand Turk George and Susan George Porter Good Return Hydaspe Hierald Hibernia Hope James Jaws John London Packet	do	27 3-2 35 28 37 31 27 26 3: 27	George A. Hatch Edward Gardner Albred K. Fisher Warron Howkand David Randul Frederick Ricketsor John Cole Robert Brown Halbert G. Growin Joseph B. Raber Sown Hillman, Jr. Wilmot Luco	A. Barker George Howland Thomas Riddell & Son Tobey & Ricketson Sullings & Collins Jirch Perry, T. & A. R. Nyo. George Howland	

wing returns of whaling-vessels

	Managing owner or agent.
	Newburgh Whaling Co.
	Poughkeepsie Wbal. Co
	Hezekiah Chasododo
7	I. Howland, jr., & Co Alexander Gibbs. C. W. Morg n.
d	C. W. Morg n. T. & A. R. Nye B. B. Howard Samuel Rodman Charles W. Morgan William H. Stowell Kollock & Grinnell G. R. Thornton
Hinckley k	William R. Rodman I. H. Bartlett I. Howland, jr., & Co
elloulo on ou y in	C. C. Gilbert Lawrence Grinnell Thomas Riddell & Sons Charles W. Morgan Levi Standish Abm. H. Howland
luersher sher k.nd all icketson.	A. Barker George Howland Thomas Riddell & Sons Tobey & Ricketson
on	T. & A. R. Nyo George Howland

	Da	ate-	Result	of vey	age.	
Whaling- ground.	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	Remarks.
Cape G'd Hope	June 20	Арг. 29, 1833	Bbls. 140	Bbbs 1, 060	Lbs.	Newburgh Whaling Company incorporated 1832.
Pacific Ocean.	July —	Dec. —, 1834	2, 700			
Pacitic Ocean.		Feb. 23, 1835	1, 20			
Pacific Ocean.	Dec	Feb. 22, 1835	500			Sailed under Capt. Constant Norton, who died in 1835. Brought also \$16,000 cash, proceeds from sale of oil.
South Atlantic		1832 or 1833				
Pacific Ocean	Nov. 29	Aug. 5, 1836	2, 20	b		
P. cific Ocean South Atlanti Pacific Ocean do	Aug. 27 Sept. 29 Apr. 29 d May 20 June 20 June July 10 July 10 Apr. 1	i Mar. 17, 1838 Jan. 27, 1836 Mar. 5, 183 Apr. 6, 183 Mar. 27, 183 J Feb. 20, 183 7 Apr. 13, 183 6 July 27, 183 8 Mar. 12, 183 8 July 31, 183 8 Mar. 12, 183	7 1,40 2,20 11,40 4 2,20 4 2,50 4 5 5 88 14 7	1, 40 1, 20 1, 20	60 00 142 142 143 143 144 145 145 145 145 145 145 145 145 145	The Ceres must have sailed again in 1834, for she is entered at the custom-house March 2, 1855.
Pacific Ocean	Sept. 2	E E CO. 17, 10	36 1, 1	00	-	Day 1993 Contain Brook died November
South Atlant Pacific Ocea Atlantic Pacific Oceado do S. A. and P. South Atlant Pacific Ocea	n. Nov. May in July July June June July	9 Mar. 18, 18- 14 May 14, 18 29 Mar. 21, 18 8 July 27, 18 31 Feb. 28, 18 12 Nov. 11, 16 6 Aug. 14, 18 17 Apr. 6, 18	35 2,3 34 37 1,4 36 1,1 36 2,4	1. 0 77 2, 2 13: 10(12. 1, 4 1, 6	65 4, 0 124 17	Built at Portland, Me., 1833.
South Atlan do do l'acide Ocer South A'lan Pavide Oce do South A'lan do do do do do do do do Lindian Oce South A'lan	nn. Oct. May June July June June June June June June June June	Jan. 20, le Jan. 20, le 6 May 4, le 30 Apr. 13, le 1 Mar. 8, le Feb. 22, 1 11 May 7, le 16 Mar. 8, le 17 Feb. 20, le 17 May 1, le 17 Apr. 13, le	634 634 634 634 634 634 635 635 635	405 140 2, 140 2, 1, 000 33 2, 50 1,	703 460 70c 16, 90t 000 450 300 100	0000

Table showing returns of whaling-ressels

					1
Name of vessel.	Class.	Tonnage.		Captain.	Managing owner or agent.
1833.					
New Bedford, Mass.—Continued. Liverpool	Ship do Bark	326 193	Lo	hert Daggett seph Sponer wis Fish	John Coggeshall
	do	25	4 C1	barles H. Taber	
Milwood	do	. 33	e C13	land (York	
Moss	do		6 0	liver Potter	John A. Parker & Sons
Mercator	do	33	5 G	avid Spragueideon H. Smith	
Mary Ann	Bark		II J	oseph Crocker	I. Howland, jr., & Co
Mary Ann	Ship	33	J	ames Townsend	
Mercury Nilo Norfolk Nassau		. 37	5 A	ames Townsend lex. Waggoner ohn D. Samson	Isniab Burgess
Nassau	do		26 T	ewia Adams	William T. Russell
Orozimoo	Brig	14	4 1 1	Bartlett Allen Benjamin Ellis	
	Bark		at T	lowid Collins	Andrew Robeson
Pacific	do		84 Î	Paul Chase Warren N. Bourne	
	do	. 2	65 \ 88 I	Warren N. Bourne saac Grinnell	
Pactolus	Reig		186.	Lamos Martiald	
Quito. Roscoe Roscoe Rodunau South Carolina	Bark	. 2	25 6	Jeorge H. Richmond. Jeorge B. Chase	A. Robesou
Roscoe	Ship		62 (Henry Lewis Edmund Maxfield	
Rodman	do		02	Edmund Maxfield	
South Caronna	1		312	Honey Colt	D. R. Greene & Co
Sally Anne	do	. 4	156	Henry Colt Lewis Tobey	
Swift	do	8	268	Benjamin Price	J. A. Parker & Son
Two Brothers	do		28e 384	Jonathan Nye Alexander Russell	J. A. Parker & Son
Wilmington and Liverpool Packet.					
William C. Nye William Wirt Winslow	do		389 386	Benjamin F. Riddell	
William Wirt	Bark.	!	263	Isaac Daggett Edward C. Barnard	S. Rodmon, jr
Young Phonix	Ship .		377	James Bassett	John A, Parker wisse.
Fall River, Mass.	. Ship .		281	Coffin	. Henry Slade
Gold Hunter	omp				
Fairhaven, Mass.		- 1		Gus. A. Bayliss	Gibbs & Jenney
Addison	Ship .		426 326	John E. Coggeshan	E. Sawin
Albion	do .		315	Rauban Creasev	
Anazon	do .		335	Arthur Cox Tristram D. Pease	
Arab	Bark		293	Read, Hathaway	Samo & Church
Favorite	Ship		202	Charles Fisher Isaiah West	Atkins Adams
Herald	1		291	William Ritchie	Atkins Adams.
Java	do			Adams	
Joseph Maxwell			301	Joseph Sampson Benjamin J. Crapo	
Leonidas	ob			Peter Butler	
Joseph Maxwell. Leonidas Marcia Marcus	do		286	Obed Shearman	
Pindus	do			Russell	
Pindus	do			Lohn Church	Lemuel Libb
South Boston	do		38	John D. Taber Doggett	Warren Delano
South America Stanton South Boston William Wir	do	• • •	38	2.088000	
Nantucket, Mass.					Jared Coffin
•	Ship		36	John Hussey, jr James G. Coffin	T. & P. Macv
			34	James G. Coffin	T. & P. Macy. C. G. & H. Coffin
Aurora Constitution	do		33	Joseph Pease	David Joy

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wing returns of whaling-ressels

	Managing owner or agent.
t	ohn Coggeshall
θ	John A. Parker & Sons .
ith	I. Howland, jr., & Co
ner	Isaiab Burgess William T. Russell
8	Andrew Robeson
chmond.	A. Robesou
efield	D. R. Greene & Co
ice	J. A. Parker & Son
Riddell tt sarnard ett	S. Rodmon, jr John A. Parker & Son
1	Henry Slade
geshall geshall ascy	Gibbs & Jenney E. Sawindodo Gibbs & Jenney E. Sawin Sawin & Church
tchie	Adding Adams
tchie npson Crapo man man	
sell field ch iber gett	Lemnel Tripp
ek sey, jr Coffin	

Da	ite-	Result	of vo	yage.	
Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	Remarks.
Mar. 22 Sept. 19 Jan. 12 Feb. 14 Aug. 7 June 18 June 29 June 25 June 18 Oct. 6 May 1 Aug. 7	Apr. 24, 1834 Sept. 21, 1836 July 9, 1836 June 8, 1836 Apr. 6, 1837 Duc. 8, 25, 25, 25, 25, 25, 25, 25, 25, 25, 25	2, 453 2, 463 100 100 100 100 100 100 100 10	1, 950 1, 300 1, 500 0, 63 0, 63 0, 60 1, 90 0, 1, 90 0, 9	0 18,000	Bought from New York, 1833. Probably of Fairhaven. Returned because Captain Maxfield's shoulder was broken by a whale. Bought from New York, 1833. Captain Russell left the ship and came home sick. Added, 1833.
die Apr. 1 May June 1 May May May May May July July July June June Sept. tic Apr. June June June	3 Mar. 4, 18 6 Apr. 13, is 2 Jan. 9, 18 22 Mar. 12, is 18 Mar. 15, is 1 Nov. 22, 18 17 Mar. 16, is 10 May 9, is 44 Mar. 12, is 28 Feb. 18, is 6 Mar. 12, 12 30 31 Apr. 12, 1 40 32 Feb. 3, 1 41 Mar. 12, 1 50 31 Apr. 13, is	334 1,935 3,34 334 334 335 3,34 334 335 3,34 835	25 1, 127 2, 183 54 200 2, 1, 130 1, 1, 200 1, 1, 1, 1, 1,	065 076 565 200 20, 0 300 11, 0 300 600 200 400	Bought from Philadelphia, 1833. Sold 1,500 whale at Bahia.
	Aug. 6 Nov. 19 Apr. 14 May 15 June 1 Oct. 22 July 19 Aug. 19 Sept. 3 Dec. 20 June 10 J	Aug. 6 Mar. 15, 1835 Nov. 19 Aug. 9, 1837 Apr. 14 May 23, 1836 May 15 Sept. 21, 1836 Aug. 19 July 9, 1838 Dec. 20 June 11 June 12 July 19 July 8 Aug. 19 June 18 July 9 Aug. 9, 1837 July 19 Aug. 20, 1837 July 19 Aug. 20, 1837 July 19 Aug. 20, 1837 July 19 Aug. 21, 1838 July 6 Apr. 23, 1839 July 6 Apr. 23, 1839 July 6 Apr. 24, 1839 July 7 Aug. 16, 1849 July 10 July 7, 184 Aug. 17 Aug. 16, 184 July 10 July 7, 184 Aug. 17 Aug. 16, 185 July 10 July 10 May 9, 184 July 10 July 10 May 9, 184 July 10 June 24 Mar. 12, 184 July 20 July 5 Feb. 18, 18 July 20 Feb. 3, 1 App. 27 Mar. 12, 185 July 10 June 9 Feb. 3, 1 App. 27 Mar. 12, 185 July 10 June 9 Feb. 3, 1 App. 27 Mar. 12, 185 July 10 June 10 June 9 June 11 June 11 June 12 June 12 June 12 June 12 June 13 June 14	Ang. 6 Mar. 15, 1835 Ms. vov. 19 Aug. 29, 1837 Q. 453 May 15 Apr. 24, 1834 Q. 400 Aug. 19 June 1, 1836 Aug. 29 June 10, 1836 Aug. 20 June 2, 1837 Aug. 20 June 2, 1837 Aug. 20 June 2, 1835 Aug. 19 June 3, 1834 July 30 Mar. 2, 1835 Aug. 19 June 3, 1836 Q. 400 Aug. 19 June 3, 1836 Aug. 1 Mar. 12, 1836 Aug. 1 Mar. 12, 1836 Aug. 1 Mar. 13, 1837 Aug. 26 May 1 Mar. 2, 1834 Aug. 27 Aug. 19 June 18 Nov. 22, 1836 Q. 400 Aug. 17 Aug. 16, 1836 Aug. 18 Mar. 15, 1835 May 18 Feb. 18, 1835 Mar. 18, 1835 Mar. 18, 1835 May 18 Mar. 15, 1835 May 18 Mar. 15, 1835 Mar. 18, 1835 Mar. 19,	Aug. 6 Mar. 15, 1835 Nov. 19 Aug. 2, 1837 Apr. 14 May 23, 1836 May 15 Apr. 24, 1834 June 1 Sept. 21, 1836 June 1 Sept. 21, 1836 June 1 Sept. 21, 1836 June 1 June 2, 1837 June 2 July 9, 1836 Aug. 19 June 8, 1836 Sopt. 5 Apr. 6, 1835 June 11 June 1 June 2, 1837 Jan. 26 June 1, 1835 June 18 June 3, 1834 July 9, 1836 June 11 June 3, 1834 July 8 Aug. 4, 1834 July 9 Apr. 20, 1835 June 11 June 3, 1835 June 12 June 3, 1835 Mar. 22 Aug. 19, 1836 June 14 June 2, 1835 June 15 Nov. 12, 1835 June 16 Mar. 2, 1834 Sopt. 10 Apr. 20, 1835 June 18 Nov. 12, 1836 Odt. 8 Nov. 12, 1836 Odt. 8 Nov. 13, 1837 June 18 Nov. 12, 1836 Odt. 8 Nov. 13, 1837 June 18 Nov. 13, 1836 Odt. 8 Nov. 13, 1837 June 18 Nov. 13, 1836 Odt. 8 Nov. 13, 1836 O	Aug. 6 Mar. 15, 1835

Table showing returns of whaling-ressels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1833.				
Nantucket, Mass.—Continued.	Ship		TRIBUC CAMPAGNET	
rame	Sloop			
Foster Fabins Hazard	Ship do Sloop	317	Josiah C. Long Benjamin C. Chase Swain	Val. Hussey & Bro
Harmony Hero Independence John Adams Levi Starbuck Lexingto Lydia	Schooner Shipdododo Schooner Ship	313 311 294 376 327	Isaac Bray 10.1 Obed Luce, jr Shadr, ch Freeman Cash Edward C. Joy	Joseph Starbuck Griffin Barney Levi Starbuck Samuel B. Følger
Montano	. do		David N. Edwards	
Martha. Orion Onega Ohio Peru Pilot Rose Robert Sn-sn Thice Brothers	Ship	354 341 251 251 350	H vary Pholon. Charles W. Coffin William Brooks, jr. Pinkham James Davis Luce Predetick Swain	Aaron Mitchell
Dartmouth, Mass.				
By Chance	Brig	26	Hiram Covell	***************************************
Edgartown, Mass. Almira Champion	Ship			Abraham Osborn Grafton Norton
Ruchester, Mass.	Bark		Joseph R. Taber	Gineon Barstow & Con
Dryado	Schoon	nei	at the of Adams	Gideon Darstow & Son
Westnort, Mass.			George Soule	
Industry		1	Alden Wilkey Benjamin Scabury	
Plymouth, Mass.			7h IInhom	Isaac L. Hedge
Fortune	Bark. Ship .		Upham	Isaac L. Heugo
Marblehead, Mass.			Gardner	
Atlas		1	**	
Gloucester, Mass. Lewis Mount Wollaston		- 1	1	

Mount Wollaston do l Adams.

*Experiments had been made in the English fishery in 1-31 with killing whales by the injection of such consternation that they refused to have more to do with it. At what time this wear on was such consternation that they refused to have more to do with it. At what time this wear on was such consternation that they result to matter upon the published record of actual use alone, Englash service as early as The harpoon-gun is described by Scoresby as having been in use in the English service as early as

u.	Managing owner or agent.
er	
og Chase	Val. Hussey & Bro
wick	}
on ir	Levi Starbuck
loy dwards	Samuel B. Folger
inkham on Coffin ooks, jr ham	David Joy
swain	
ell Ray	Joseph Starback
	A brokum Ochorn
rchant rch	
Adams y hew lammond	Gideon narsion & Son
oulo ilkey Scabury .	
oham iton	Isaac L. Hedge
ırdne r .	

dams.

31 with killing whales by the injection of thi it. At what time this wear-on was ned record of actual use alone, England in use in the English service as early as

HISTORY OF THE AMERICAN WHALE FISHERY.

sailing from American ports-Continued.

	D	ate-	Result	of ve	yage	
Whaling- ground.	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	Remarks.
	May 23 July 27 June 27	Mar. 3, 1835 Nov. 16, 1836	Bb's. 280	1, 046		Came home leaky; broken up at Nan- tucket, 1835. Salled in search of whales, sea serpents. &c was armed with a patent harpoon charged with poison.*
Mexico	Aug. 31 May —	July 31, 1837	863			The Hazard probably arrived in September; sailed again in October; returned again September 9, 1834, with 225 sporm.
Atlantic }	June 12 Nov. 14	Sept. 17, 1833	\{\bar{\}			15 whale.
Pacific Ocean.	Oct. 4	Aug. 15, 1830				Loston Starbuck's Island, with 1,800 sperm.
Atlantic	Nov. 17 July 20 July 27 Oct. 6 Nov. 18	Mar. 13, 1835 Oct. 13, 1836 Sept. 14, 1834	100			Built at Mattapoisett, 1833. Second mate died. Burned at sea January 31, 1835; supposed to have been fixed by one of the crow. First mate, E. Burdut, taken down by a foul line November, 1833.
do	June 1	Apr. 10, 1830	3, 00	i		foul line November, 1833.
do	Nov. 24	Apr. 19, 183	060			Captain Brown came home sick.
do	Jan. 15 June 11 Aug. 15 July 4		2,50	1 6	76 96	Built at Mattanoisett, 1833.
South Coast Pacule Ocean South Coast	Aug. 10 Aug. 21 May 17	Jan. 20, 183 July 20, 183	1, 18	0		Sailed again July 26; returned September 1, clean.
Pacific Ocean.	Nov. 17 Aug. 25	May 14, 183 Nov. 2, 183	7 1, 40 6 2, 21	L		
Pacitic Oceando			6 1, 8	50 5	50	Condemned and sold at Bayta, August, 1835. Took 50 barrels ambergris; third mate killed by a whale, 1834; bought from New York, 1833.
Pacific Oceandodo		Feb. 2, 18; Sept. 13, 18;	37 2, 1	00		Built at Mattapoisett, 1833.
South Atlantic do	June 2 Apr.	5 Apr. —, 18	35 2 33 2	0 1,	850 300 650	
West'n Island South Atlanti West'n Island	e May	9 Nov. 12, 18	33			
Pacific Ocean South Atlanti		Dec. 14, 15 Apr. —, 18	36 1, 6	000	700	Sailed under Captain Taber, who cam home sick, 1834; added from Boston, 1833
South Atlanti	ic June					
Brazil	Jan.	26 11 May 14, 1	634	i	500	nch an effect as, it is said, filled the men wit

Table showing returns of whaling-remels

Name of vessel.	Class.	Топваде.	Captain.	Managing owner or agent.
1833.	an other			
Salem, Mans.				
Charles Doggett Catharine Clay Emeraid Eliza James Maury Resper Samuel Wright	Brig do Bark do Ship Bark Ship	271 - 262 - 355 -	Goodwin Ingels Eggleston Bigelow T. Worth Pitman	John B. Pierce James W. Cheever John B. Osgood
Newburyport, Mass.			Buckley	
Adoline	Shipdo	414 -	Poase	Lunt & Titcomb
Dorchester, Mass.	allula	396 1	R. Weeks	
Charles Carroll	Ship	300		
Boston, Mass.	Bark	104	G. L. Nickerson	Lombard & Whitmore.
Wave	Bark	100		
Falmouth, Mass.	01.1.	255	Prince Coffin	Elijah Swift
Awashonks	Ship	300	4 111100	Stephen Dillingham
William Penn	do	3.0	John C. Lincoln	
Warren, R. I. Atlantic	do do do do do do do	251 305 284 405	Luce Grinnell	Driscol & Child William Collins Driscol & Child Driscol & Child do
Providence, R. I.	Ship	398	J. C. Clark	Amherst Everett
Envoy	bull			
Bristol, R. I. Anne Balance Fama Leonidas Roger Williams	do	33	Davis Littlefield Cleveland	William H Do Wolle
Naumort R. I.			Joseph Paddack	Bush & Clarke
Audley Clarke	de		TT (110Cond	N. Ruggles Ruggles & Lee
New London, Conn.	gui	n	Mallory .	
Aeronaut. Ann Maria Boston Com. Perry Connecticut Flora Georgia Halcyon Manchester Packet	d	o 3	Chester Fitch Hobron McLane Brewster Thompse Reed	I. Lawrence. Thomas W. Williams

kowing returns of whaling-resuls

B.	Managing owner or agent.
	John B. Pierca Jumos W. Cheever John B. Osgood
ley	Lunt & Titcomb
erson	Lombard & Whitmore
incoln	Stephen Dillingham
kens filin amplin rden rdner ce	Driscol & Child
nk	Amherst Everett
wain Javis Sitlefield Jeveland Iayhew	William H. De Wolfdo
Paddack rd rown Potter	Bush & Clarke N. Rnggles Ruggles & Lee Lee, Norton & Stevens
Mallory Chester Fitch Hobron McLane Brewater Thompson Reed	Thomas W. Williams

ailing from	American	ports-Continued.	
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	1)8	ite	Result	of ver	yage.	
Whaling- ground.	Of arrival.	Sperm-dil.	Whale-sil.	Whalebeso.	Remarks.	
Pacific Ocean do	Jan. 11 June 19 Nov. 23 May 26 May 15 Sept. 7 June 15	July 5, 1835 Aug. 97, 1836	Bbls.	Rbls.	Lbs.	Burned of Oahu, 1834. Bought from Boston, 1833.
Pacific Ocean.	Nov. 13 Sept. 94	Apr. 20, 1837	1,800	1,900		Built, 1833, at Newburyport.
Pacific Ocean.	Oct. 31	Aug. 29, 1857	2,000			Sold 1v37.
South Atlantic	Feb. 95	Oct. 27, 1833	3r		<u>0</u>	
Pacific Oceando	Dec. 28	May 20, 1830 Apr. 29, 183				Was attacked in October, 1835, by the natives of Namarik; Capitain Collin, first, and second mates, and four men killed. Railt at Falmouth, 1832; Mr. Eldredge, first mate, killed, and two boats' crows captured by the natives of Navigator Islands; Captain Lincoln came home sick.
South Atlanti Pacitic Oceandodo South Atlantido Pacitic Ocean	July 2 July 3 July 1 July 1	Mar. 4, 1 May 23, 1 Sept. 19, 1 Muy 10, 18	36 1, 3- 34 1; 34 40	1, 0 1, 0 1, 0	56	
Pacific Ocean dodo Indian Ocean Pacific Oceandodo	July 1 Dec. a. Dec. q. Nov.	16 Dec. 9, 18 3 June 4, 18 3 Mar. 11, 18 19 Sept. 11, 18	36 8 37 1.2	0(Si 1,	450	Sold to Providence, 1837.
Pacific Ocea	June Dec.	- Aug. 2, 1	436 1.1	ж	100 9,0	
South Atlar Indian Ocea . do	ntic Nov.	4 Mar. 12, 1 Apr. 9, 1 10 Mar. 19, Feb. 21,	1835 1834 1834 1835	15d 1 20d 1	, 650 , 751 , 200 , 200 , 100	

Table showing returns of whaling-centels

No. 18 to 18 to the control of the proper of the proper of the control of the con		1		
Name of vessel.	Съзия.	Tennage.	Captain.	Managing owner or agent.
1933.				
New London, ConnContinued.				
Montgomery	Ship	290	- S'eight Chester	E. M. Frink & Co
Stonington Sun Superior	do Schooner Ship	351 40-	Lawton	Williams & Barns
Tuscarora Walush	. do	37:		E. M. Frink
Stonington, Conn.				
Acasta Charles Adams Thomas Williams	. do	330	A 15	C. P. Williams
Uxor	do Brig	310	Allen	C. P. Williams
Bridgeport, Conn.				
Atlantic	Ship	291	Samuel H. Ford	***************************************
Ann	621.11.		Howell	
Arabella	do	367	Premine	N. & G. Howell
Acasta	do	245	Hand	Luther D. Cook
Cadmus Daniel Webster	. do	307	- Hand	Mulford & Sleight
Daniel Webster	do	397	Pictorial	E. Mu'ford
Franklin Gov. Clinton	. do	591	C. Griffia	C. T. Doring
Hannibal	do	311	E. D. Topping	S & B. Huntting & Co. C. T. Dering & Co.
Henry	. J	358	E. D. Topping	C. T. Dering & Co
Hadson	do	358	Greone Cartweight	Luther D. Cook
Mureus Nimrod	. do	2.0	Barna	S. & N. Howell C. T. Dering & Co
Neptune		335	Barns Parker	S. & B. Huntting & Co.
Phonix			Cooper	
Thames	do	***		
Greenport, N. Y.				
Delta		314	Sayre	H. & N. Corwin
	do		—— Case	
Hudson, N. Y.	411.1	461	Wal	Barnord, Curtis & Co
America	do	320	Folger Starback	do
Beaver Edward Helvetia	do	427	Gardner	Seth G. Macy Robert A. Barnard
Edward	do ,	274	Ray	Seth G. Macy
James Munroe	10	ddd	Coffin	Robert A. Barnard
James Munroe	do	369	Coffin	Alexander Jonkins
Poughkeepsie, N. Y.				
Elbe	Ship	333		David S. Sherman
Newburgh, N. Y.				
Illinois	Ship	414	Leonard	Charles Ludlow
Portland	do	387	Cook	Charles Ludlow
New York, N. Y.				
Com. Barey	Ship		Braddock	
Cornelia Desdemona	Schooner Ship		Storer	S. Hicks & Sons
1)1				

AND FISHERIES.

owing returns of whaling-vessels

n.	Mauaging owner or agent.
19	E. M. Frink & Co Williams & Barns N. & W. W. Billings do E. M. Frink
	C. P. Williams
Ford	
ell on d ges d son low per ling on ker per	Luther D. Cook Mulford & Sielght E. Mulford C. T. Dering S & B. Huntling & Co. C. T. Dering & Co. Luther D. Cook S & N. Howell
re	H. & N. Corwin
gerrback rback rdner Y ttle flin	Seth G. Macy. Robert A. Barnard
hippey	David S. Sherman
eonard	Charles Ludlow
raddock torer	C Ticks & Sous

HISTORY OF THE AMERICAN WHALE FISHERY.

	1)	ato-	Henult	of vo	rage.	
ground.	of sailing.	Of arrival.	Spera-eil.	Whale-oil.	Whalehone.	Remarks.
outh Atlantic ndian Ocean do	May 19 May 18 Sept. 2	Sept. 1, 1834 May 10, 1834 May 11, 1837 Sept. 37, 18/3 Apr. 33, 1837		400 500	3, 900	Brought also 700 seal-skins. Bought from New York 1831; lost on Block Island going out, May 18, 1833. Brought oil and skins. Captain Fitch and third mate accidentally
South Atlantio	June 4 June 16	Mar. 19, 1834	1	2, ±00		Killed March, 1835. Lost on Montauk Point April 19, 1834, with 1, 100 whale.
Falkland. Pacific Ucean Patagonia South Atlantic Pacific Ocean South Atlantic Ocean Go Indian Ocean Go	Nov. 9 Aug. 19 Juno 10 June 6 Aug. 20 Aug. 7 Aug. 9 July 10 July 12 Juno 19 Juno 19 Juno 19 Juno 19	June 12, 1834	1, 900 256 75 2, 506 2, 550 406	1, 050 1, 400 1, 680 1, 850 1, 350 2, 100 1, 220 1, 200 1, 800	12, 000 15, 000 9, 000 11, 500 15, 0 0	Built 1833. Lost in a typhoon 1834. Formerly a London packet; added 1833.
East Cape South Atlantic	June 4			1.60	1, 800	
Pacific Ocean . Chili	July 5 June 8 Jan. 10	July 21, 1833 Aug. 3, 1836 Mar. 12, 1845 Mar. 18, 1837 Sept. 1, 1834	1, 900 900 9, 400	1,50 19 15 1,00	0	Added 1832. Added 1832. Built 1833.
Pacific Ocean		Mar. 31, 183	900	40	3,000	Added 1833. Sold at Simons Town, Cape Good Hope 1833.
South Atlantic Indian Ocean .	Aug. 13		5		0 11, 000	
Falkland South Atlantic Falkland	Aug. 16 Jan.	May 25, 183 Oct. 9, 183	4			Also 1,150 seal-skins.

Table showing returns of whaling-vessels

	Class.		Captair	n.	Managing owner or agent.
Name of vessel.	Ciass	Toppage			1
1833.					
New York, N. Y.—Continued. Meteor White Oak	Ship Bark	29	T - service	ence	Pell, Zabieskie & Pell
Portsmouth, N. H.	Ship	1	Flanc	lers	Portsmouth Pier Company.
TritonLynn, Mass.			Gard	ner	Hezekiah Chasedo
AtlasClay Louisa	do	. 3			do
Gloucester, Mass.	. Ship		Woo	d	
Schooner Monticello, Lindell, sailed August 20, 1833, from Baltimore for the Atlantic and Pacific Oceans, but whether for scaling whaling, or trading is not known.	1				
1834.					1
New Bedford, Mass. Averick	do do do do do do do do		Thomas T	y Shearma awrence). Lucas title Baker or Banker of Gardner Minslow Norron D. Harding Paber, jr L. Bartlet & Fisher Adams Howland m T. Eddy	W. R. Rodman J. & J. Howland William R. Roteh & Co William T. Russell George Howland Jirch Petry B. R. Howard Charles W. Morgan Alfred Gibbs & Co Thomas Ridden & Sons Briggs & Bartlett George Howland A. Barkor & Co Thomas Ridden & Sons Henry Taber
Hercules, 2d. Herald, 2d. Herald, 2d. Hope Hope John Luncaster Logan Mayllower Mayllower Maynowin Maynolia Nantilus Pocahontas Persia	Shi da	p lo lo lo lo do	303 Nathan 304 Thomas Robert 366 Joshua Andree 383 Rudoly 302 Benjan 202 Issao 6 300 Charle 396 Cornel 40 Holde 231 Reubo 301 Hour	Chase iel H. Nye. s A. Norton Brown Coffin w Almy thus N. Swi tin Ray . Hodge . T. Chase a Fisher ius Howlan N. Swift tt Allen r Almy y B. Gifford rd A. Luce	Charles W. Morgan, Sullings & Collins William T. Russell ft. T. & A. R. Nyo I. Howland, Jr., & Co. C. W. Morgan, Randall & Haskell d, jr. Lawrence Grinnell L. W. Morgan, J. & J. Howland J. & J. W. Morgan, J. & J. Howland
Russell Rousseau Triton Trident Two Brothers Tobacco Plant		hip . do . do . do .	300 Obed 449 Charl 25c Hour	S. Carr es Stetson y Pease, 2d nus Swain	J. A. Parker & Son.

owing returns of whaling-vessels

in.	Managing owner or agent.
arence	Pell, Zabieskie & Pell
nders	Portsmouth Pier Company.
dner	Hezekiah Chasedodo
ood	
	John A. Parker & So
Lawrence. 1), Lucas	W. R. Rodman

D. Lucas

J. & J. Howkind

D. Lucas

J. & J. Howkind

William T. Russell

George Howland

George Howland

Jirch Perry

B. B. Howard

H. Dextor

Gharles W. Morgan

Affred Gibbs & Co

Thomas Riddel & Sons

H. Order

H. Bartlett

H. Bartlett

Thomas Riddel & Sons

Affred George Howkand

H. Bartlett

Thomas Riddel & Sons

Thomas Riddel & Sons

H. Bartlett

Thomas Riddel & Sons

H. Fisher

Thomas Riddel & Sons

Henry Taber

George Randall

D. R. Greene
T. & A. R. Nye
Charles W. Morgan
Sullings & Collins
William T. Russell
T. & A. R. Nye
I. Howland, jr., & Co.
C. W. Morgan
Randall & Haskell
C. W. Morgan
Jirch Perry

Lawrence Grinnell.... C. W. Morgan J. & J. Hewland George Howland I. Howland, jr., & Co J. A. Parker & Son... per Almy ...
pen Russell 2d ...
ry B. Gifford ...
rard A. Luce ...
1 S. Carr
rles Stetson ...
ry Pense, 2d ...
anus Swain ... William R. Rodman

HISTORY OF THE AMERICAN WHALE FISHERY.

	D	ate-	Result	of voy	yage.	
Whaling- ground.	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	Remarks
Cape G'd Hope Indian Ocean		Mar. 30, 1834 Apr. 97, 1834 Sept. 7, 1836	140	Bbbs. 1, 800 600		Captain Lawrence came home sick. Built 1833.
South Atlantic		Feb. 23, 1834	450	1, 550		First ship at Portsmouth.
South Atlantiododododo	June 17 May 25	Mar. —, 1835 May 11, 1834 Dec. 11, 1834	150	1, 400		
South Atlantia and Indian. Pacific Ocean dod	June 30 May 18 Sept. 13 May 18 July 20 Oct. 22 May 18 Aug. 27 Nov. 22 June 19 July 5 June 17 June 17 June 17 June 17	Dec. 30, 183' Apr. 28, 183' Sopt. 26, 183' Nov. 2, 183' Nov. 5, 183' May 20, 183' Mar. 15, 183' Ann. 7, 183' June 7, 183' June 7, 183' June 7, 183' June 7, 183' Apr. 6, 183'	7 2, 155 7 1, 36 7 2, 57 7 2, 57 7 2, 57 7 2, 30 2 62 3 17 1 1, 48 8 1, 48 1 13 1 2, 83 5 5 5 5 6 39	5 1. 1 2 8 8	5,	Buit 1834.
Indian Ocean South At anti Pacific Ocean South Atlanti do do do Atlantic Pacific Ocean Atlantic Facilic Ocean South Atlant Pacific Ocean South Atlant Pacific Ocean Cocan December Ocean D	July 1 Loc 2 July 1 Loc 2 Oct. 2 July 1 Loc 1 July 1 June 2 Sept. 2 Nov. June 2 Loc June 2	3 May 1, 183 1 Aug. 23, 183 7 Mar. 13, 183 4 Apr. 30, 184 4 Apr. 18, 183 1 May 20, 185 8 Nov. 21, 185 5 Jan. 19, 185 6 Apr. 15, 185 6 Apr. 15, 185 8 Aug. 5, 18, 27, 18 9 Apr. 9, 18	16 29 21 21 25 25 25 25 25 25 25 25 25 25 25 25 25	65 1, 35 1, 36 1,	99 10 10	•
dodododododo	Nov. Oct. May Nov. 1 Dec.	2 Apr. 28, 18 8 Dec. 8, 18 1 May 13, 18 17 Apr. 8, 18	38 1, 4 38 2, 9 35 2	37 6 00 29 47 83 30 1, 4	40 7 00 15, 00	

Table showing returns of whaling-ressels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1834.		1		
New Bedford, Mass.—Continued. William Hamilton	Ship	463 361	William Swain Thomas Severance	I. Howland, jr., & Co Alexander Gibbs
Zephyr	1			au t
Fairhaven, Mass. Addison. Albion Charles Drew Cadmus Herald Heroine Ilespet Isabella Jasper Leonidas Leonidas Lyondon Packet.	do	326 344 320 262 961 410 359	Sheffil Read Robert F. Fosdick William Crowell Isaiah West Daniel Borden Obed Fosdick Fielerick C. Taber Elihu Gifford Benjamin J. Crapo Gilbert Lenney	Charles W. Morgan James H. Howland
London Packet	do	294	4 Jared Worth	
Oregon	do			Lemuel Tripp
Pindus	. Bark	19.	George H. Mys	
Rochester, Mass. Dryade		er	Clement Hammond	
Edgartown, Mass.	Ship	26		Abraham Osborne
Loan	do	38	Fisher	
Newburgh, N. Y.	Ship	36	Brook	Charles Ludlow
Falmouth, Mass.			Fisher	Elijah Swift
Brunette	Bark		Fisher	
Dartmouth, Mass. Forester South Carolina Washington	Bark	3	Edward G. Clark 62 Edmund Maxfield Elihu Russell	B. & J. W. Howland
Westport, Mass. Industry Thos. Winslow	Brigdo .		94 George Soule Benjamin Seabury, ji	r
Nantucket, Mass. American Alpha	Ship .		340 Aaron Coffin 345 Fredurick B. Chase	Hadwen & Barney
Amazon	Sloop		Riddell	
Christopher Mitchell Clarkson Elizabeth Starbuck Franklin George Harmony	Ship do do do do do do do do		381 Sanford Wilber 380 William Plasket 381 Obed Catheart 366 Edward H. Morton John C. Congdon — Chadwick Swain	James Atheam Levi Starbuck James Atheam Rand & Coffin
Jones Hale		1	Kuhn	
Jones Hale Jupan Lima Lexington Neptune	Ship do School	oner	286 Edwin Hiller	James Athearn William B. Coffin Philip H. Folger
Phebe	Ship		379 Shubael S. Russell	Chris Mitchell & Co.

owing returns of whaling-ressels

1.	Managing owner or agent.
in	I. Howland, jr., & Co Alexander Gibbs
sdick	Atkins Adams
k	
ding	Towns Reins
aber new numond	,, uo
e r	Abraham Osborne
k	Charles Ludlow
Clark Iaxtield sell	James Rider
nle Seabury, j	
B. Chase	Matthew Croshy Hadwen & Barney
Vilber 'lasket heart I. Morton 'ongdon hadwick	Rand & Coffin
iller	James Athearn William B. Coffin Philip H. Folger Chris Mitchell & Co

	D	ate—	Resul	t of vo	yage.	
Whaling- ground.	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	Remarks.
Pacific Ocean South Atlantic.	May 28 June 6	Ang. 23, 1837 Mar. 15, 1836	Bbls. 4, 008 40	Pbls.	Lbs.	
Pacific Ocean South Atlantic	June 10 May 30	Dec. 21, 1837 Mar. 11, 1835 Apr. 28, 1838	2, 090 375 2, 422	2, 119		Sold to New Bedford, 1838.
Pacific Oceando South Atlantic	Nov. 24 Oct. 16 June 26 May 22	Apr. 28, 1838 Nov. 2i, 1837 June 12, 1835 Apr. 21, 1835 Sept. 13, 1838	2, 063 70 1, 063	950 1, 780	8, 000	
Pacific Ocean do Indian Ocean South Atlantic	Dec. 5 Nov. 2 May 22 June 11	Aug. 30, 1838 July 25, 1835 Apr. 15, 1836 Mar. 18, 1836	2, 546 350	1, 80	21, 000	Sold to New Bedford.
Indian Ocean . South Atlantic Pacific Ocean .	May 17 May 25 Oct. 14	Jan. 2, 1836 Apr. 28, 1836	160	1, 956		Oregon lost May, 1837, on a reef near Tahiti had 2,300 sperm; saved 1,400.
Atlantiedo	July 3	Dec. 14, 1835 Nov. 5, 1834 May 24, 1835		1, 630		
do	July 15		1	906	6,000	
Pacific Ocean	Aug. 10 Nov. 4	Nov. 26, 1837	1,000			Lost in the Pacific, 1836, with all on board had about 2,300 sperm.
do	Ang. —	Jan. 7, 1838				Sold to Dartmouth, 1838.
Pacific Ocean	May 3	Nov. 4, 1834 Apr. 28, 1837				
South Atlantic Pacific Ocean	July 14	Mar. 19, 1835 Mar. —, 1836	20	6 1, 400 0 2, 100		
Atlantio Cape de Verdes	Apr. 4 Apr. 4	Nov. 14, 1834 Dec. 15, 1834	21:	0		
Pacific Oceandodo	July 25 Aug. 13	A g. 15, 1834		0		Built, 1834, at Mattapoisett. Returned with boat stove. No report.
Atlantic	Aug. 15 Sept. 23 Oct. — July 15	May 7, 183 Aug. 21, 183	5	. 3	5	Built at Mattapoisett, 1834.
do	June 15 Aug. 4	May 5, 183 June 12, 183 May 12, 183	7 2,70 7 16 8 39	6 1, 25	5	Do. Sold to New Bedford, 1836,
Gulf Mexico . Atlantic	Aug. 11	Aug. 14, 183	5 15 4			Lost mainsail. No report.
Pacific Ocean	Dec. 9 Nov. 10	Apr. 7, 183 Sept. 22, 183 Aug. 30, 183	4	10		.[.D0,
Pacific Ocean .	Sept. 11 May 25 July 6	Sept. 26, 183 Nov. 21, 183 Feb. 3, 183	7 I I. UU)9		Sent home 115 sperm.

Table showing returns of whaling-ressels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1834.				
Nantuckst, Mass.—Continued.			Mana Passer	Philip II. Folger
Ploughboy Pacific Planter Primrose	Shipdodo	314 340	Moses Brown Joseph Congdon Rouben Manter Fisher	Philip H. Folger Paul Mitchell & Sons William B. Coffin David Joy
		1	P. C. Myrick	}
Reliance	Ship	. 346	P. C. Myrick	Samuel B. Tuck Jared Coffin
Sarah		*04		
Warren	Sloop	1	12	S & J. Mitchell
Zone	Ship	300		
Salem, Mass.	Ship	. 27	Sistare	John B. Osgood
Lynn, Mass.		1	O Church	II. Chase & Co
Clay Com. Preble Louisa	Ship do	. 32	23 Loper	S. H. Gardner
Dorchester, Mass.				Ward to Clair S
Contier	Shipdo	20	W. Luce	Josiah Stickneydo
Gloucester, Mass.			4.9	
Mt. Wallaston	Ship		Adams	
Newburyport, Mass. Newburyport Navy	Shipdo	3	H41 — Starbuck F. Neil	Hunt & Titcomb
Plymouth, Mass.				
Arabella	Ship	4	Eldridge	James Bartlett, jr
Bristol, R. I.	gt.t-		200 Coleman	William R. Taylor
Essex Fama Gov. Fenner Gov. Hopkins Lemuel C. Richmond	Ship do do Brig Ship .	1	Littlefield Swain Hi Bly Joseph Sherman	William H. DeWolf William R. Taylor
Warren, R. I.			25	Driscol & Child
Atlantic	do .		393 — Mason 365 — Borden	do
North America Philip Tubb	obdo.		405 — Grinnell Bowen 224 — Wilcox	Driscol & Childdo
Warren	do		382 Maybew	o coops control gold
Providence, R. I. Brunswick	Ship		205 Stnart	Amherst & Everett.
Newport, R. I. Harvest	Bark Ship			Devins & Clark Bush & Lee
New London, Conn.				
New London, Conn. Ann Maria Bingham Com. Perry			375 — Chester Smith 270 — Hobron	Benjamin Brown C. Chew & Co

owing returns of whaling-vessels

1.	Managing owner or agent.
•••••	Philip H. Folger Paul Mitchell & Sops. William B. Coffin David Joy Samuel B. Tuck Jared Coffin
sell	S & J. Mitchell
9	John B. Osgood
· · · · · · · · · · · · · · · · · · ·	II. Chase & Co S. II. Gardner H. Chase & Co
a	Josiah Stickneydo
ms buck	Hunt & Titcomb
idge	James Bartlett, jr
eman lefield inerman	William R. Taylor William H. DeWolf William R. Taylor
deu	Driscol & Child
art	Amherst & Everett
Pickens Iarding	Devins & Clark Bush & Lee
ester oith obron	Benjamin Brown C. Chew & Co

	D	nte-	Result	of voy	age.	
Whaling- ground.		Of arrival.	Sperm-oil.	Whale-oil,	Whalebone.	Remarks.
Pacific Oceando	July 22 July 29 Oct. 31 Sept. 25 Aug. 15	Apr. 9, 1838 Nov. 13, 1837 Aug. 6, 1837 Aug. 25, 1834 Sept. 21, 1835	1, 811 2, 035 1, 054 70 30	471 . 826 .		Returned leaky. No report. Do.
Pacific Oceando	Sept. 30 Oct, 4 Aug. 14 Dec. 31	Sept. 30, 1834 Oct. 9, 1834 June 14, 1838 Nov. 3, 1837	2, 320			Went to New York, freighting, 1857; re- turned 1839.
Atlantic { Pacific Ocean.	Aug. 7 Aug. 10 Aug. 23 Apr. 12	Aug. 10, 1834 Aug. 19, 1834 Aug. 30, 1834 Sept. 7, 1837				No report. Returned with one small whale. Cuptain Russell and one man lost ove board in a gale off New Zealand.
South Atlantic	May 21	Apr. 21, 183		1, 400		
South Atlantic Pacific Ocean. South Atlantic	Nov. 8	Apr. 25, 183		1, 450 1, 400		
South Atlantic Indian		Mar. 24, 183 Mar. 17, 183	6 50 7 1, 20	1, 250 450		
South Atlantic	June -	Mar. 10, 183	16 55	0 1, 600		
Pacific Ocean South Atlantic		June 9, 193 Apr. —, 183	97 2, 70 35	2, 100		Built 1834; sold 1837.
South Atlantic	c. July	May 14, 18	36 30	1,300		
Pacific Ocean South Atlanti Pacific Ocean Atrica Pacific Ocean	o. Aug. 2 Nov. 2	Mar. 11, 18 2 Mar. 25, 18	35 1,3.	it 1, 450 300 300		Withdrawn for freighting, 1838 Built 1834 at Bristol.
South Atlanti Pacific Ocean South Atlanti do	Aug. 3	May 18, 18 May 18, 18 Apr. 7, 18 Apr. 8, 16		00 50 1, 15 00 1, 50 00 2, 30	0	
Pacific Ocean		19				77 - 1000
South Atlant				6(1, 44		
Indian Ocean Pacific Ocean	n Dec. Sept.			740	14,00	Built 1834.
South Atlant	June	Apr. 21, 1 Feb. 17, 1 Mar. 12, 1	836 3	300 1, 20 350 1, 63 370 1, 4	56	

Table showing returns of whaling vessels

Name of vessel.	Class.	Tonnage.		Captain,	Ma	naging owner or agent.
1834.						1
New London, Conn.—Continued. Connectiout Chelsea Emily Electra Flora Friends George Indian Chief Julius Cw 'ar John and Edward	Ship do Schoone Ship do	403 290 401		- Middleton Butler Payne McLean Butler Tate Douglass Hobron Bailey Fish	Hav Will Ben L	mas W. Williams ons & Smith liam Williams, jr jamin Brown Ulen M. Frink & Co
Jones	Brig Ship	404		Andrews Fordham Allen Smith	N.	& W. W. Billings
Stonington, Conn.	Ship		-	Peabody	Ch	arles P. Williams
Evelino	Schoon	101				
Mystic, Conn. Aeronaut. Bingham. Blackstono. Meteor.	Bark.	37	5 -	Mallory Smith Andrews Bailey		naries Mailorydo
Norwich, Conn.	Ship	20		Fuller		
Atlas Sag Harbor, N. Y. Ann American Acasta Cadonus Columbia Gem Henry. Hudson Hannibal Marcus Neptune Nimrod Ottario Phenix Thames Telegraph Thorn Washington	Ship do	3	866 86	Howell Jones Howell Hand Healges Rogers Carcwright Greene Harris Eldridge Sayre Barns Parker Cooper Green Howett Havens Topping	3	Iarcus B. Osborn dulford & Sleight do
Greenport, N. Y.	Shi	р	3:4	Payne		H. & N. Corwin
Delta Triad Hudson, N. Y. George Clinton		ip	330	Barrett		Robert A. Barnard Barnard, Curtis & Co
James Munroe		lo	42	Plaskett	*****	Darattu, Carta w
New York, N. Y. Desdemona Elizabeth Jane Washington White Oak	Sh Se Si	ip hoone ip ark		Smith Alberton Clark Fordbam		Pell, Zabieski & Pell
Poughkeepsie, N. Y. New England		qid		(Power)		David S. Shearman .

AND FISHERIES.

owing returns of whaling vessels

owing returns to thinking

Managing owner or agent. in. Thomas W. Williams. Havens & Smith leton William Williams, jr Benjamin Brown I. Allen E. M. Frink & Co rews..... lham..... th..... Thomas W. Williams . N. & W. W. Billings... Charles P. Williams ... body Charles Mallorydo l'ory ith drews iley iller.... Marcus B. Osborn Mulford & Steight do Luther D. Cook owell ...
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Charles T. Dering
L. D. Cook
S. & B. Hourel
S. & S. Howel
S. & B. Hunting & Co.
S. & B. Hunting & Co.
C. T. Dering & Co.
Luther D. Cook Mulford & Sleight Iavens Fopping..... H. & N. Corwindo Payne..... Robert A. Barnard..... Barrett..... Barnard, Curtis & Co... Plaskett..... Pell, Zabieski & Pell .. a. Uts. 448 UtOME W a. Uts. ---Terry David S. Shearman

HISTORY OF THE AMERICAN WHALE FISHERY.

1		Date-		of voy	ngo.	
	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	Remarks.	
South Atlantic Pacine Ocean South Atlanticdo .	June 2 Nov 5 Aug. 15 June 10 May 4 June 2 Feb. 18 June 10 Mar. 23	Jan. 19, 1836 Mar. 25, 1838 May 16, 1835 Apr. 14, 1835 Feb. 22, 1836 Apr. 21, 1836 Apr. 21, 1835 Jan. 31, 1835 Jan. 31, 1835 June 12, 1835 June 12, 1835 May 20, 1837 Apr. 21, 1835	1, 800 15 250 20 100 700 160	2, 030 1, 600 1, 600 2, 200 2, 006 2, 300 1, 650 2, 20	14, 001	On a wholing and scaling voyage. Bought from Dartmouth, 1834. Added 1833. R. J. Bailey, first mate John and Edward, died, 1634.
South Atlantic		Apr. 10, 1835 May 3, 1835		1,600		Returned with skins, oil, and bone.
South Atlantic	May 24	Mar. 19, 1836 Feb. 17, 1836 Jan. —, 1835 Feb. 7, 1836	6	6 2, 206 6 130 2, 600		
South Atlantic	July 27	Oct. 4, 183	5 97	70	0	Returned leaky.
South Atlanticdo	July 10 July 1 May 1 May 1 July 1	May 8, 183 May 11, 183 May 11, 183 May 12, 183 Apr. 21, 183 May 2, 185 May 2, 185 Jan. 29, 18 May 11, 183 May 7, 18 May 7, 18 May 7, 18 May 10, 18 May 14, 18 May 24, 18 May 24, 18 May 24, 18	36 36 35 14 35 35 35 35 35 35 35 35 35 35 35 35 35	40 1, 55 1, 20 00 1, 60 00 1, 90 1, 90 1, 90 1, 90 1, 90 1, 70 1, 90 1,	C 18, 00C 6 1, 30C K 1, 30C K 2, 500 1 15, 60	Also reported with 1,400 whale, 150 sperm. Built at Wareham 1834. Lost at the Marquesas, 1835; had 2,000 barrels.
South Atlant	ic July				00	
Pacific Ocean	Aug.	16		650		January 18, 1838; saved 1,459 sporm.
South Atlant South Pacific Pacific Ocea	3	Nov. 5, 1	935 834		556 12: 1, 40 94:	

Table showing returns of whaling-ressels

Name of vensel.	Class.	Tennage.	Captain.	Managing owaer or agent,
1834-				
Newburgh, N. Y.	Ship	385	Brock	Charles Ludlow
Portland, Me.	Ship	38:	Whippey	Chadwick & Davis
Wiscasset, Me.	Ship	380	Richard Macy	Jothan Parsons
Portsmouth, N. II. Plato	Ship		Manter Flauders	
Provincetown, Mass. Imogene	Brig			
Fall River, Mass. Gold Hunter	Ship		Coffin	
Bridgeport, Conn. Atlantic	Ship	• • •	Young	
Wilmington, Del.	Ship	. 39	Weeden	William Wheeler
1835.				
New Bedford, Mass. Ahlganil. Alexander America Brandt Brighton Corinthian Com. Decatur Condor Clarico China Coral. Cicero Ceres Cherleston Packet Delight Endeavor Eliza Adams Elizabeth Emeraid Frances Henrietta Fencion Friendship George Porter. Gratinne	de do	3 3 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4	William H. Reynard Simeon Price Eithn Gifford I ames Maxfield Ebenezer Smith, jr. Google H. Dexter Joseph H. Trapp H. Trapp H. George H. Dexter J. Flyant Merrill Joseph H. Trapp John S. Barker Hervey Sherman Owen Hillman J. John S. Barker Hervey Sherman John S. Barker Hervey Sherman John S. Barker Jessey John S. Barker Jessey John C. Morae John R. L. Smith J. J. John R. L. Smith J. J. John R. L. Smith J. J. John R. L. Smith J. John R. L. Smith J. J. J. John R. L. Smith J. J. J. John R	J. A. Falira. J. Howland, Jr., & Co. Alexander Gibus Charies B. Tucker. George Howland Jirch Perry. C. W. Morgan do William H. Stowell Gideon Allen Kollock & Grinnel G. R. Thornton. Grane & French Jona, Mosher C. C. Gilbert Thomas Riddell & So Charles W. Morgan David Coilin Thomas Riddell & So Oliver Crocker.
Graitinde General Pire Gideon Howland Hercules He ald Hibernis Houqua Iris Independence Isase Howland Julian Java John Adams Janus Lucas	do do do		37: Jirch Shearman, J 33' Albert G. Go dwin 27: Frederick Rickets 347: John Cole	Jirch Perry. Tobey & Ricketson. Alfred Gibbs & Co. Alexander Gibbs E. Danbar & Co. Thomas S. Hathawa I. Howland, Jr., & Co. Thomas Riddell & S. Thomas Riddell & S.
Juban Java John Adams	de	0	297 Otis Smith	Jirch Perry. T. & A. R. Nye

owing returns of whaling-ressels

	Managing owner or agent.
	Charles Ludlow
	Chadwick & Davis
y	Jothan Parsons
F	
өу	
den	William Wheeler
Reynard. ice ord xfield smith.jr. rowell Trapp Dexter Icrrill j, Tower Icerman Iman,jr Irker	Charles R. Tucker George Howland Jirch Perry. C. W. Morgan do William H. Stowell Gideon Allen Kollock & Grinnell G. R. Thornton
Ellis.jr niord I. Stetson Iorse N. rton }. Luce Smith	C. C. Gilbert
Norton 1. Luce 2. Smith 2. Sm	Thomas Riddeil & Sons do Oliver Crocker. I. Howland, Jr., & Co. Jireb Parry.
P. M. sher. W. Coilin. Fisher a. P. Swain. pp. ith. n. Russell, 2 C. Taber	Alexander Gibbs E. Dunbar & Co Thomas S. Hathaway I. Howland, Jr., & Co Thomas Riddell & Son George Howland

	1)	ate-	Result	of voy	age.		
Whaling- ground.				Sperm-oi'. Whale-oil.		Remarks.	
Pacific Ocean.	Aug. —	Jan. 7, 1837	Bbl».	Bbls.	Liba.		
Paciñe Ocean	Jan. 95	May 4, 1838	2, 100				
Pacific Ocean .	May 13	Sept. 10, 1837	2, 800				
South Atlantic	Jan. 1 May —	Feb. —, 1838 Apr. —, 1838	956	700	7, 000		
Cape G'd Hope		Dec. 16, 183	40				
South Atlantic		Mar. 6, 183	5	. 1, 25			
South Atlantic		Mar, 183	5	. 80			
Pacific Ocean	May	Oct. 5, 183	1,00				
Pacific Oceandod	Apr. 2 Oct. 9 June 1 Nov. June 1 Oct. 9 June 1 Oct. 9 May 1 July Aug. 1 July Aug. 5 June 1 May 9	7 July 95, l8 Apr. 19, 18 Dec. 18, 18 Oct. 26, 18 Feb. 20, 18 Apr. 10, 18 Feb. 25, 18 Aug. 4, 18 Apr. 10, 18 Mar. 11, 16 BAPR. 15, 18	1, 9 1, 9 1, 5 1, 5 3, 0 3, 0	29 2, 2 74 2, 9 100 2, 9 20 2, 2 21 2, 9 100 2, 1	3 1: 7,000 4 1: 28,800	Bought from Boston 1835.	
South Atlant Atlantic Pacific Ocean	May	1 Aug. 30, 11	36	261 1,	11	1938	
South Atlant do Brazil Bank	Apr.	7 15 Apr. 13, 16 23 June 19, 16	337		26, 100 195 60	Wrecked at Pico September, 1836, Took off Brazil a 200-barrel whale	
South Atlant New Zealand South Atlant New Zealand South Atlant Parific Ocea South Atlant Indian Ocea South Atlant	d July d July d Sept. May n May tio July Aug.	9 May 1, 1; 11 Aug. 19, 1; 21 Mar. 9, 1 27 Sept. 13, 1; 12 Mar. 29, 1	836 837 837 838 1,	300 3, 565 1, 746 457 1, 400 2,	70 100 970 20, 800 877 15, 600 350 25, 000		
and Ind. South Atlan Pacific Ocosdo South Atlando	atic Aug. Oct. Sept July otic July July	9 Apr. 9, 1 14 May 4, 1 1 Oct. 4, 1 1 July 25, 11 Apr. 26,	1838 2 1837 1837	305 620 3 270 1	725 15, 400 236 217 553 515 941 16, 47	Lost at Vanvoo, 1837.	

Table showing returns of whaling-ressels

Name of vensel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1835.		1		
New Bedford, Mass.—Continued. Lalla Rookh Liverpool Lender Mary Ann	Ship do Bark do	303 F 303 F 160 7 171	Edward W. Howland Egnels Flaher Alexander P. Weeks William Handy, jr	J. A. Parker & Son Abraham Batker David Codin
Milo	Ship	306 8	ibubael Worth	Andrew Robeson
Maria Theresa	do . do . do Bark	371	foseph B. Taber John G. Chase James Townsend Cornelius Noyes	T. & A. R. Nye
Octavia	Ship Brig	955 423 141	James Alley Squire Sandford Isnac J. Sanford	J. A. Parker & Son Alexander Gibbs
Pacific, 2d Parachute Parachute Parocion Parker Parthian	Ship do do do Brig	331 330 265	David Collins	Andrew Robeson Palmer & Coggeshall J. A. Parker & Son Crane & French
Roman	Ship		Robert M. Joy John Tucker	E. Dunbar & Co I. Howland, jr., & Co
Robert Edwards Rajah Stephania Saliy Anne	Bark Ship do	250 315 311	Edward Howland George W. Bennett Stephen H. Hathaway David Flanders	J. & J. Howland Isaiah Burgess Palmer & Coggeshali Andrew Robeson
Samuel Robertson. Swift St. Georgo Tuacaloosa Timoleon Two Brothers Victory William and Eliza William Rotch William Thompson. Waverly Waverly	. do	456 40- 284 346 388 388 381 289 495	Alexander M. Chase Jared Fisher	William T. Russell. D. R. Greene & Co Gideon Allen. George Randall John Coggeshall
Fairhaven, Mass.		315	Tristram D. Pease	Gibbs & Jenney
Ansell Gibbs Arab Arab Columbus Eliza Adams Friendship Favorite Heraid Heraid Isabella Java Jasper Marcia South Boston	Bark Ship do Bark Ship do	973 336 400 366 290 26 33 24 29 36	Charles C. Russell Arthur Cox B njamin Ellis John O. Morse Isaiah West John Bunting Zonas Dillingham Daniel Borden John D. Taber Randall Kelley Stephen Raymond Berjamin Gushman	E. Sawin Gibbs & Jenney Atkins Adams Gibbs & Jenney E. Sawin Samuel Borden E. Sawin do A. Adams do E. Sawin & Co
Edgartown, Mass. George and Mary	Ship .			Coffin & Darrow
Gold Hunter	Ship	36		Abraham Osborne
Holmes s Hole, Mass. Delphos				mi Deadler

wing returns of whaling-ressels

	Managing owner or agent.
owland Weeks dy, jr	J. A. Parker & Son Abraham Barker David Cohin
th ber m wend	Andrew Robeson T. & A. R. Nye
ord in x teld durne to y wland gennett	J. A. Parker & Son Alexander Gibbs Andrew Robeson Palmer & Coggeshall J. A. Parker & Son Crane & French E. Dunbar & Co I. Howland, Jr., & Co J. & J. Howland Janiah Burgess Palmer & Coggeshall
dera	Andrew Robeson Abraham Barker Howland & Hussey William T. Russeii D. R. Greene & Co Gideon Alten George Randall
D. Pease Russell x Ellis st ing inglam den alter elley aymond Cushman	E. Sawin Gibbs & Jenney Atkine Adams Gibbs & Jenney E. Sawin Samuel Borden E. Sawindododamsdo E. Sawin & Co
finience	Abraham Osborne Coilin & Darrow Abraham Osborne

Thomas Bradley

	1)	ate-	Result	of vo	rage.		
Whaling- ground.	Of arrival.	Sperm-uil.	Whale-oil.	Whalebone.	Remarks.		
Indian Ocean South Atlantic Pacific Ocean Atlantic	Dec. 13 May 26 May 28 July 2	Apr. 96, 1837 May 3, 1836 Apr. 9, 1838 Oct. 96, 1838	BbU, 176 150 460	Bbla. 1, 03e 1, 350 13e	Lba.	Captain Howland and boat's grown lost. Sold to Westport 1838. Returned Soptember 15 with Captain Handy, sick; sailed again September 23; upper and absandoned September 29, 1835. Sailed January 29; returned, leaking 1,000	
Pacific Ocean						strokes per hour, and sailed again.	
South Atlantic do do Pacific Ocean	July 30 Ang. 19 Aug. 14 June 90	June 19, 1836	100	1,900		Condemned at Tahiti April 7, 1837; had 800 barrels oil; sold at Tahiti.	
South Atlantic Pacific Ocean West'n Islands.	June 7 Jan. 18 July 14	Oct. 96, 1838 Jan. 1, 1836	60			Sailed first March 5, 1835, Allen Wilkey, captain.	
Atlantic		Apr. 9, 1837 Apr. 16, 1837 May 3, 1839	437	9, 530 1, 760 1, 53		Condemned and sold at Rio Janeiro Au gust, 1836.	
Pacific Ocean		Apr. 7, 1839	9, 993 1, 400			Lost 2d and 3d mates and 9 men. Cou demned at Bay of Islands August, 1836 Oil sold.	
South Atlantic South Atlantic and Ind.	Sept. 4 June 30 Oct. 16	Apr. 10, 1837	2, 536 100 310	4 1, 386		Captain Bennett came home sick 1836.	
South Atlantic South Atlantic and Ind.	Aug. 4	June 24, 183	19	0 1, 756 3, 35	1	Bought from New 10ra 1030.	
Pacific Ocean do South Atlantic Pacific Ocean	July 1 Nov. 1	Dec. 16, 187	9, 48 7 13 9 1, 20	M 1, 00	4	Bought from New York 1835.	
I shan Ocean Pacitic Oceandodododo	Nov. I June 1	May 3, 183 Mar. 1, 183 Aug. 31, 183	9 1,64	0	3	Condemned at Otahelte July 14, 1838.	
Indian & Pacific Ocean South Atlanti- Indian & Pacof Pac de Coean New Zealand & A. and India	June 2 de June 1 de June Nov. 5 July	3 Mar. 11, 183 4 Aug. 5, 183 7 Feb. 26, 183 9 Apr. 15, 183 9 Apr. 15, 184 7 Mar. 16, 185	17 6 18 3, 9 17 7 17 1	60 2, 40 25 2, 21 05 2, 21 06 2, 10 54 5		00	
South Atlanti do Pacific Ocean New Zealand do Pacific Ocean South Atlanti	July Aug. Oct. Sept. June	7 Apr. 12, 18 7 Apr. 17, 18 12 Sept. 25, 18 11 Feb. 11, 18 13 June 24, 18 17 Nov. 22, 18	36 1 37 1, 8 38 1, 1	46 6	18 55 20		
Pacific Ocean Atlantic Pacific Ocean	Apr.	9 May 10, 18 19 May 14, 15 14 Sept. 19, 18	36 4	000 1.10 800	60	** - ** * * * * * * * * * * * * * * * *	
Brazil	Nov.	1 July 11, 18	37	160 1,1)20	Bought from Boston 1835.	

Table showing returns of whaling-result

Name of vessel.	Class.	Тевляре	Captain.	Managing owner or agent.
1895.		1		
Nantucket, Mass.				Griffin Barney
Barelay Baltla Columbia Congress Catharine Constitution Eacle Ganges Howard John Adams	do	314 339 344 31- 335 26; 305 296 354 36	Reuben Barney William Keene Peter Coffin William Unban Joseph M. Chase Edward C. Joy Inanc Gardner Barzillai T. Folger A. Swain William Worth, 2d Obed Luce, jr Samuel Jou Thomas Coffin, 2d Lowis B I mibert	P. H. Folger Paul Mitchell's Sons P. H. Folger Jacel Collin C. G. & H. Coffin David Joy Will am H. Cardner Thomas Coffin S. & T. Hossey Griffin Barney S. B. Tack Daniel Jones William Folger Joseph Barrbock
Mary Mitchell. Mary Mount Vernon Prosident President Peru Richard Mitchell Rambler Rosper	do do	3*4 993 955 365 34* 338	Sigh Catheart William Brown, Jr Henry C. Cleveland Robert M. McCleave . Timothy R. Coffin	David Joy
Spartan	40	240	David III Committee	
Lynn, Mass.	Shin	980	Gardner	H. Chase & Co
Atlas	carb		Church	
Clay Ninus	do	260	Fordbam	S. H. Gardner
Plymouth, Mass. Mary and Martha Triton	Ship		John B. Coffin	James Bartlett, jrdo
Salem, Mass. Bengal Cavaller Lydia Izetto Palostine Renper Richard	Ship do	249 293 241 241	Ramsdell Sistare Cartwright Jackson	John B. Osgood Nathani: 1 Weston John B. Osgood
Westport, Mass. Elizabeth Industry	Brig	10	George Sowle Hiram Francis	Abner B. Coffin
Mexico	do		Davis	
Dartmouth, Mass. South Carolina	Ship .	3	0! William B. Perry	James Rider
Sag Harbor, N. Y.				
Ann	do d		Howell	S. & B. Huntting & C. Malford & Sleight Charles T. Dering Lather D. Cotk. Mulford & Sleight Hunting Cooper Lather D. Cook. Charles T. Dering S. & B. Huntting & C. T. D. Pring & C. T. D. Pring & C. T. D. Pring & C.

ing returns of whaling-resuls

	Managing owner or agent.
n.je.elandleuvo	Briffin Barney P. H. Folger Paul Mitchell's Sons P. H. Folger Javed Codin C. G. & H. Codfin David Jov Will am H. Gardner Thomas Codin S. & T. Hussesy Griffin Barney S. B. Tack Daniel Jones William Folger Joseph Starback Daniel Jones P. Mitchell & Sons Aaron Mitchell P. H. Folger Daniel Jones P. Mitchell P. H. Folger Daniel Jones P. Mitchell P. H. Folger
n	H. Chase & Co S. H. Gardner
6	James Bartlett, jrdodo
ellright	John B. Osgood James King John B. Osgood Nathani I Weston John B. Osgood Joseph Hodges
e ia	Abner B. Coffin
	Tellon
Perry	James Rider
ering	Multoria & Sleight Charles T. Dering Lather D. Cork Multoria & Sleight Huntting Coaper Lather D. Cook Charles F. Dering S. & B. Huntting & Co S. & B. Huntting & Co C. T. D. Pring & Co C. T. D. Pring & Co

	1)1	sto-	Romit	of voy	age.	
Whaling- ground.	Of arrival.	Sprinoil	Whale-sil.	Whalehee	Romarks.	
Pacific Ocean	Nov. 13 Sept. 8 June 99 July 93 July 99 Oct. 95 July 99 Oct. 98 Aug. 9 Sept. 91 July 15 July 15 Jul	Mar. 18, 1830 Nov. 12, 1838 Nov. 90, 1838 Oct. 96, 1838 Apr. 7, 1837 May 40, 1839 Apr. 30, 1830 Apr. 30, 1830 Apr. 31, 1839	1, 179	1, 993 1, 993 150 1, 57 1, 974 515	Lbs.	Broken up at Nantucket 1837. Suppose I to have foundered in a gale off New Zealand, and all on board lost.
South Atlantic.	July 19 June Sept. 3	Apr. 29, 1836 Apr. 18, 1837	13	1, 10		Condemned at Isle of France, September, 1836. Bought from New York, 1835.
South Atlantic	Sept. 17	Sept. 26, 183	15			Returned leaky.
South Atlantic do do Ado S. A. and India South Atlantic	Nov. 8 Aug. 5	Apr. 10, 183 July 19, 183	7 7 1,50 0 1,60 1,60)())()		Sold 580 whale at Rio Janeiro. Bought from Portsmouth 1835. Bought from Boston 1835.
Atlanticdodo	Apr. 1	7	35 3	70	7	early in 1830, under Captain Soule, and wat lost in the Gulf of Mexico with 310 sperm
South Atlantic				30 1, 6	76	
South Atlantido	June 9 June 1 Aug. July 1 June July 1 May	99 July 1, 18 17 Apr. 23, 18 22 May 10, 18 16 May 11, 18 17 May 19, 18 19 Mar. 6, 18 20 Apr. 18, 18 20 Jane 5, 18	36 1 36 1 36 1 36 3 36 3 36 3 36 3	1, 0 1, 0 1, 0 1, 0 1, 0 1, 0 1, 0 1, 0	0() 0: 1/0 1/0	Captain Glover was killed by a whale. Bought from New York 1833.
do	June : July July	29 June 17, 18 2	536	700 3,	500	

Table showing returns of whaling vessels

Name of vessel.	Class.	Captain.		Managing owner or agent.
1835.				1
Sag Harbor, N. Y.—Continued. Thames	Ship do do	299 340 389		Mulford & Sleight Josiah Douglass Mulford & Sleight
Wilmington, Del. Lucy Anne	Ship	300	John J. Parker	William Wheeler
Bristol, R. I.	Ship	1	Chase	Fitzhenry Homer
Sarah Lee Troy William Baker	Brig Ship	15	Lake	Thomas Church
New London, Conn. Atlas. Ann Maria Boston Com. Perry Caledonia Electra Flora Georgia Jason John and Edward Julius Cuesar Jones North America Ospray Pulladium Philotus. Tuscarora	do	36 29 27 44 33 33 33 33 33 33	Chester Fitch Hobron Hall Lax Smith Peabody Fullor Balley McLean Richards Clift Clift	Thomas W. Williams. Joseph Lawrence C. Chew & Co Thomas W. Williams. William Williams. N. & W. W. Billings Thomas W. Williams E. M. Frink & Co N. & W. W. Billings Thomas W. Williams do E. M. Frink & Co
Warren, R. I. Atias Hoogrey Magnet Miles North America Rosalie	do do .		Smith Luce Smown Adams Grinnell Stillwell Stillwell	Joseph Smith, jr., & Co. Driscoll & Child
Hudson, N. Y. Alexander Mansfield Edward Henry Astor			B. E. Starbuck Coffin	Soun G. macy
Poughkeepsie, N. Y. Newark Vermont	Ship Bark		32 Whitfield Topham	David S. Shearman
Newburgh, N. Y.	Ship		414 Henry H. Merchan	t Charles Ludlow
New York, N. Y. Desdemona	Brig do Ship		29: Smith	S. E. Burrows
Fall River, Mass. Gold Hunter Pantheon	Ship		281 — Coffin 284 Jabez J. Pell	Henry Slade John Eddy

owing returns of whaling respels

1.	Managing owner or agent.
9	Mulford & Sleight Josiah Douglass Mulford & Sleight
er	William Wheeler
(8	W. H. De Wolf Thomas Church
umter toon h h ody ean ards itiss water th	William Williams, jr. N. & W. Billings Thomas W. Williams E. M. Frink & Co N. & W. W. Billings Thomas W. Williams
the ee wne mse nnelle lwelle	William Carr, jr William Col ins & Co
nick Hii Wson	Barnard, Curtis & Co Soth G. Macy Robert A. Barnard
ritfleld pham	David S. Shearmando
. Merchant	Charles Ludlow
nith eyer sh lbertson ook	S. E. Burrows
ffin	Henry Slade

sailing from American ports-Continued.

	Da	ite-	Result	of voy	age	
Whaling- ground.	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	Remarks.
South Atlanticdo	July 20 July 20 July 11 May 25	May 12, 1836 Apr. 12, 1837 Apr. 27, 1837	190 400	Bbls. 1, 210 2, 400 1, 400	Lbs.	
Indian Oceando	Dec. 7 Feb. 2 May 14	Mar. 25, 1838 Apr. 26, 1837 Mar. 8, 1836	200	1, 400 1, 700 900		Bought from Boston 1835; sold to New Bouford 1838.
Indian Ocean South Atlantic do Indian Ocean Falkland South Atlantic do do do do do do Falkland Pacific Ocean South Atlantic do do do do do Indian Ocean		Apr. 10, 1837 Mar. 13, 1837 Mar. 13, 1836 Mar. 17, 1836 Apr. 16, 1836 Feb. 12, 1837 Apr. 7, 1836 July 16, 1839 July 16, 1839 Mar. 28, 1836	140 376 200 8t 300 30 2, 200	1, 470 3, 400 1, 000 1, 576 2, 100		2d mate lost. Sold to Stonington 1837.
West, Islands. Iudian Ocean . Pacific Ocean. South Atlantic do Pacific Ocean.	Nov. 10 Nov. 21 June 14	June 10, 1836 Apr. 18, 1837 Mar. 3, 1836 Apr. 18, 1836 May 5, 1837	1,606	350		Bought from Boston 1835, Crew mutinied; ship carried into Rio by an English schooner.
Pacific Ocean . South Atlantic Pacific Ocean .		Aug. 3, 1830	7 2 6 14 1,00	70	0	Sold to Nantucket 1839.
Pacific Ocean . South Atlantic		May 15, 183 May 12, 183	9 1, 80 7 40	2, 50	6	
Pacific Ocean .					0	
South Atlantic Falkland South Atlantic Patagonia South Atlantic do	May					Last reported at Rio Janeiro, Nov. 30, 1838 Sold 1,400 whale at Rio Janeiro.
South Atlantic Pacific Ocean	June 6 Sept. 13	Apr. 7, 183 May 4, 183	9 1,00	1, 24 10 1, 40	0	Added 1835.

2

Table showing returns of whaling-vessels

Namo of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1835.				
Dorchester, Mass.	Bark			. C. O. Whitmore
Rochester, Mass.	Schooner		Mayhew	
aurel Orion Shylock	Brig Ship			
Newburyport, Mass.	G1-1-	350	Neil	Lunt & Titcomb
Navy	Ship	300		
Stonington, Conn. Acasta Charles Adams George	Ship do Bark	251	Beck Brewster	e, P. Williams
George Henry Mercury Philetus	Brig Ship do	275	Stanton Brewster	E. Faxon, jr., & Co
Greenport, N. Y. Bayard Delta	Ship			H, & N. Corwindo
Falmouth, Mass. Brunette George Washington Pocahontas Uncas	Bark	180 350	Joseph Swift	Elijah Swiftdo
Newport, R. I. Erie	Ship Bark		A. W. Dennis J. D. Dornin S. W. Maey Oliver Potter	
Bridgeport, Conn. Atlantic	Ship			Samuel H. Ford
Provincetown, Mass.	Brig .			
Imogene Imogene	Brig .		Atkins	
Newark, N. J. John Wells	Ship			
Mustic, Conn.	- 1		Chester	Silas Beebe
Blackstone	···· Snip			
Portsmouth, N. II.	Ship		Ritchie	
1836.				
New Bedford, Mass. Ann Alexander Amethyst Averick	dc	0	253 — Bailey	edodo
America		1	- Inwes	/ I I comment and a second sec

HISTORY OF THE AMERICAN WHALE FISHERY.

ring returns of whaling-vessels

ND FISHERIES.

Managing owner or agent. C. O. Whitmore w Lunt & Titcomb cton ... C. P. Williams ...
B. & F. Pendleton ...
eter ... C. P. Williams ...

D. Williams ...

E. Faxon, jr., & Co ... H. & N. Corwindo г..... в..... e. Elijah Swift
sher Sanford Herendeen
tt Elijah Swift
do do Engs & Bush N. Ruggles Bush, Macy & Clark Lee, Newton & Stevens nis n per Samuel H. Ford cins..... Silas Beebe ster itchie George Howland John A. Parker & Son.do ailey George Howland John A. Parker & Son Mayrence Lawrence Lawrence Grinnell Lawren

Seabury }

Dat		ate—	Resul	t of vo	yage.	
Whaling- ground.		Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	Remarks.
South Atlantic	July 7		Bbls.	Bbls.	Lbs.	Bought from Gloucester; altered from a ship, 1835.
Cape de Verde		Nov. 27, 1835	300	15		Probably sailed twice; arrived June 7, 1835, 110 sperm.
Atlantic South Atlantic	Apr. 22 July 13	July 1, 1835	275			The openior
S. A. and Pacifi	c July 2	July 15, 1837	200	2, 600		
Falkland Pat, and Falk Falkland do		Feb. 3, 1837 June 15, 1836 Apr. 28, 1837 Aug. 27, 1836 Sept. 2, 1836	****	1, 800 1, 900 600 2, 400	24, 000	Tender brought home 500 whale besides.
South Atlantic	Nov. 10		300	700		About.
South Atlantic		May 7, 1837 May 3, 1836	150	1, 950 1, 650	0	Bought from New York 1835.
South Atlantic Pacific Ocean do	Oct. 31	Feb. 25, 1837 Apr. 15, 1837 Jan. —, 1838 Apr. 9, 1839	1, 20	40	0	Bought from New York 1835. Sold to Holmes's Hole 1838.
PScific Ocean dododododododo	Aug. 2 Oct. %	July 23, 1838 Mar. 26, 1838 Apr. 13 1839 June 1, 1835	1, 40	OI 60	0	Sold to Boston, 1838, for a merchantman. Lost second mate.
South Atlanti Brazil	c May 27	Apr. 28, 1837 June 4, 1836	25	0 1,50 1,80	0	
Cape de Verd Atlantic	e. Apr. —	Nov. 9, 183	5 47	0		Reported, middle of July, 200 sperm.
		. No report				Bought from Philadelphia 1834.
South Atlant	ic. July –	Mar. 17, 183	7 40	1, 2		
South Atlant	ic July 2	Apr. 21, 183	7 1	70 1, 8	30	
South Atlant	Aug. 1	Mar. 24, 183	8 2, 3	33 1, 4	06 12, 23	Crew sick. Withdrawn for freighting
Atlantic	. { Dec. 1	Nov. 5, 183 Oct. 20, 183		50		Condemned at Rio Janeiro 1838. Bough from Boston 1836.
************	. \ Apr. Dec. 2	7 Nov. 13, 183	17 1	75	::	

Table showing returns of whaling-vsssels

Name of vessel.	Class.	Tounage.	Captain.	Managir a	ng owner or gent.
1836.					
New Bedford, MassContinue	d.			Citizen A	llen
ramin om. Rogers	Ship	945 99r	- Russell - Howland	T. & A. 1	R. Nye
om. Decatur	do	247 Elib	Luce	B. B. Hov	vard
hili	do	381 Jare	ed Worth	Charles	k Haskell W. Morgat T. Russell
ourier	Bark		jamin Clark — Cary	William	T. Russell
larice ambria harles Frederick	Ship	317 Cha	rles F. Brown.	J. A. Pa	rker & Son
harles Frederick			eb Howland		offin
herokee	Bark			\$\$7 illiam	R. Rodman
Columbus	do	313	Cary		
Columbus	Tula	1	Sanford	Jona. M	osher
Delight	Brig		Ceffin	S	tandish Rotch & Co
Equator	Ship	347	- Christian		
Frances	do	368	Briggs	Brigge	& Hartlett
		1 33301 160	pacif Maxfield.		
Falcon Florida Golconda George Porter	do	330 -	Adams B. Leonard.	Thomas	Howland Riddell & Sons
Golconda	do	985 30	arron Howland	Henry	Taberarker & Son
COOK LUCTURE	do	273 TI	iomas Hammone		
George	Bark	275 -	Allen	George	Howland
(leorge and armitha	Shin	316 -	Mancheste	. T. and	A. R. Nyo
Hope Herald, 2d Hiberoia	do	397 -	Brown		Gibbs & Co
Hiberdia Huntress	do	391 Je	hn Cole Howland	Trader	ick Parker
John	dodo .		illiam Whitton	J. & J.	Howland der Gibbs
John Howiand	Rork	223 W	ilijam blanderi	All	icabury & Bro
Jasper Juno Liverpool	Brig .		. G. Macomber .	A 3	Barker
Liverpool	Бигр .			A. FL.	Howland
London Packet Lucas	do .	280 - 281 G	eorge Tobey		
Lucas	do	246 -	Maybew	J. A. I	arker & Son
Merc nor	do	330 -	Taber Prince	C. W.	Morgan
Maria		1 1			vland, jr., & Co.
Minerva Smyth Mary Minerva	do	33: -	Brownell .		0
Mary	do	407 2	Joses Samson	· · · · · · · · · · · · · · · · · · ·	am Gifford
Minerva	do	387	Tuckerma	m Hear	y Taber & Co am R. Rodman .
Willon	ob	352	P. Covell		
Mobile Mount Vernon	do	364	Brown	D. O.	ocker & Co d Coffin
Mount Vernon	Bark	210	Derrick . Russell .	Davi	
Massachusetts Marcella Milwood	do		Starbuck	Char	es R. Tucker
Minerva	Shin	211	Shearmai	T. &	les R. Tucker A. R. Nye b Burgess
Nyo	Rark	283	Hathawa	Will	h Burgessiam T. Russell .
Newton Orozimbo	Ship	385	Palmer.	Jirel	Perry
Pacific	Brig	141	— West Maxield		Scalmry & Bro
Pocahontas	Ship	331	Maxuelu Bartlett		
Roman, vd.	de		Pitman	And	, Robeson
Roscoe	de	400	Ray Brown .		
Rebecca Sims	Barl	235 134	Pompey	Rici	
Rising States	Shir	31.	Manuel Colt	D. 1	Greene & Co.
Sally Anno	Bric	144	Ray G. Sanford R. Luce		
Sarah Louisa	Shi	9 346 377	Shearma	n J. A	. Parker & Son. xander Gibbs
Young PhenixZephyr		361	Perry	Ale	Kander Groos
3 Ollish a man		0 001		1	

wing returns of whaling-vsssels

Managing owner or Gideon Allen T. & A. R. Nye d B. B. Howard Randull & Haskell Charles W. Morgan William T. Russell J. A. Parker & Son rk own David Coffin nd William R. Rodman ... d Standish

Wm. R. Rotch & Co
Gideon Allen
Briggs & Bartlett
E. Dunbar & Co
George Howland
Thomas Riddell & Sons
Henry Taber
J. A. Parker & Son
Haskell & Randall
George Howland
T. and A. R. Nye
Alfred Gibbs & Co
...do ian field.... ard.... vland.... nmond... d hester n Afred Gibbs & Co....de
...de
...Frederick Parker
J. & J. Howland
Alexander Gibbs
A. H. Seabury & Bro...
Abm. Barker land..... hitton.... anders.... nober.... A. H. Howland
Tobey & Ricketson
J. A. Parker & Son
T. & A. R. Nye
C. W. Morgan 16y..... 16y..... 16w..... 160.... I. Howland, jr., & Co. ... wnell e son kerman ... William Gifford Henry Taber & Co. William R. Rodman William R. Rodman
D. R. Greeno & Co
O. Crocker & Co
David Coffin
Gideon Allen
Charles R. Tucker
T. & A. R. Nyo
Isaiah Burgess
William T. Russell
Jireh Perry vson wn Tick sell rbuck arman thaway tnaway
sarman
met.
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.rtlett
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mpey
...
anford Jireh Perry

A. H. Seabury & Bro.
Abm. Barker
And. Robeson
William R. Rodman
Jona. Bourne, jr
Richard Johnson
D. R. Greene & Co
William R. Rodman
William R. Rodman
William H. Stowell
J. A. Parker & Son
Alexander Gibbs earman

alder Alden D. Stoddard.....

sailing from American ports-Continued. Result of vovage. Remarks. Whaling-Whatebone sailing. oil. ground. Whale Spei õ 50 Pacific Ocean . | Mar. 15 | Sept. 29, 1839 | Bbls. | Bbls. | 1,443 | Bbls. Lbs. Lost at Monterey, Cal. Had 800 sperm, mostly saved. May 13 July 29 July 1 July 1 July 23, 1837 July 23, 1838 June 2 Mar. 24, 1838 Jan. 7 Mar. 4, 1838 Atlantic South Atlantic do Brazil Banks 110 1, 366 2, 550 26, 000 72 934 Captain Worth died at sea Oct. 14, 1837. 72 934 500 2, 094 2, 630 Built 1836. Bought 466 barrels sperm from wreck of Swift. Captain Howland and two men were lost 1836. Moses Morse, second mate, died June 23, 1837. Sailed September 30; returned October 15; lost both masts and beats in a gale Oct. 4. nth Atlantic Pacific Ocean . South Atlantic. July 14 Apr. 28, 1837 50 1, 233 556 Pacific Ocean . May 20 July 15, 1839 Atlantic Nov. 26 Oct. 7, 1837 991 May 13 June 20, 1839 | 1,337 | 1,337 | 1,337 | 1,337 | 1,337 | 1,337 | 1,337 | 1,337 | 1,337 | 1,337 | 1,337 | 1,337 | 1,337 | 1,337 | 1,337 | 1,337 | 1,337 | 1,337 | 1,337 | 1,337 | 1,337 | 1,337 | 1,337 | 1,337 | 1,337 | 1,337 | 1,337 | 1,337 | 1,337 | 1,337 | 1,337 | 1,337 | 1,337 | 1,337 | 1,337 | 1,337 | 1,337 | 1,337 | 1,337 | 1,337 | 1,337 | 1,337 | 1,337 | 1,337 | 1,337 | 1,337 | 1,337 | 1,337 | 1,337 | 1,337 | 1,337 | 1,337 | 1,337 | 1,337 | 1,337 | 1,337 | 1,337 | 1,337 | 1,337 | 1,337 | 1,337 | 1,337 | 1,337 | 1,337 | 1,337 | 1,337 | 1,337 | 1,337 | 1,337 | 1,337 | 1,337 | 1,337 | 1,337 | 1,337 | 1,337 | 1,337 | 1,337 | 1,337 | 1,337 | 1,337 | 1,337 | 1,337 | 1,337 | 1,337 | 1,337 | 1,337 | 1,337 | 1,337 | 1,337 | 1,337 | 1,337 | 1,337 | 1,337 | 1,337 | 1,337 | 1,337 | 1,337 | 1,337 | 1,337 | 1,337 | 1,337 | 1,337 | 1,337 | 1,337 | 1,337 | 1,337 | 1,337 | 1,337 | 1,337 | 1,337 | 1,337 | 1,337 | 1,337 | 1,337 | 1,337 | 1,337 | 1,337 | 1,337 | 1,337 | 1,337 | 1,337 | 1,337 | 1,337 | 1,337 | 1,337 | 1,337 | 1,337 | 1,337 | 1,337 | 1,337 | 1,337 | 1,337 | 1,337 | 1,337 | 1,337 | 1,337 | 1,337 | 1,337 | 1,337 | 1,337 | 1,337 | 1,337 | 1,337 | 1,337 | 1,337 | 1,337 | 1,337 | 1,337 | 1,337 | 1,337 | 1,337 | 1,337 | 1,337 | 1,337 | 1,337 | 1,337 | 1,337 | 1,337 | 1,337 | 1,337 | 1,337 | 1,337 | 1,337 | 1,337 | 1,337 | 1,337 | 1,337 | 1,337 | 1,337 | 1,337 | 1,337 | 1,337 | 1,337 | 1,337 | 1,337 | 1,337 | 1,337 | 1,337 | 1,337 | 1,337 | 1,337 | 1,337 | 1,337 | 1,337 | 1,337 | 1,337 | 1,337 | 1,337 | 1,337 | 1,337 | 1,337 | 1,337 | 1,337 | 1,337 | 1,337 | 1,337 | 1,337 | 1,337 | 1,337 | 1,337 | 1,337 | 1,337 | 1,337 | 1,337 | 1,337 | 1,337 | 1,337 | 1,337 | 1,337 | 1,337 | 1,337 | 1,337 | 1,337 | 1,337 | 1,337 | 1,337 | 1,337 | 1,337 | 1,337 | 1,337 | 1,337 | 1,337 | 1,337 | 1,337 | 1,337 | 1,337 | 1,337 | 1,337 | 1,337 | 1,337 | 1,337 | 1,337 | 1,337 | 1,337 | 1,337 | 1,337 | 1,337 | 1,337 | 1,337 | 1,337 | 1,337 | 1,337 | 1,337 | 1,337 | 1,337 | 1,337 | 1,337 | 1,337 | 1,337 | 1,337 | 1,337 | 1,337 | 1,337 | Pacific Ocean ... 1, 583 1, 830 4 633 2, 168 South Atlantic Bought from New York 1836. Pacific Ocean . . South Atlantic Pacitic Ocean ... South Atlantic Pacific Ocean ... South Atlantic Indian Ocean ... 1, 745 Sold 50 sperm, 1,700 whale, at Bahia. Indian Ocean ... do ... do ... South Atlantic Pacific Ocean .. South Atlantic Atlantic Atlantic South Atlantic Bought from Providence 1836. Captain Fisher left ship and came home sick. 363 1, 987 19, 500 4, 166 539 1, 600 343 87do June 5 Mar. 10, 1838
Odo June 9 May 7, 1838
Pacific Ocean Dec. 28 Feb. 21, 1840
South Atlantic July 17
Od. 21, 1837
Oct. 21, 1837 Sailed once and returned, having been struck by lightning. | Compared 1, 386 213 162 2, 066 116 1, 865 14, 500 542 2, 076 16, 411 542 2,076 16,411
1,437
41,938 20,271
1,024
1,038 20,271
1,076
130 2,445
335 3,297
1,376
83 1,890
2,445
3,362
2,972
2,451 Built 1836. Returned, the crew having mutinied. Bought from New York 1836. 1, 03 11, 674 Built at Mattapoisett 1836.

Atl'c & Ind'n ... June 9 Nov. 21, 1837

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.		Captain.	M	anaging owner or agent.
1836.						
Fairhaven, Mass Continued.				Hathaway	E.	Sawin
lion	Ship	32		Jenney		do
ab				Downs	E.	Sawin & Co
ifford Wayne	do	1		Chase	Fi	sh & Huttlestone
orge	do	36	0 -	Dillingham	Sa	muel Borden
orge	do	. 33	17 -	Harding	1 22	Sawin
erald eroine seph Maxwell	do		13 -	Mayhew	Je	nney & Trippibbs & Jenney
(A) [13] (14(A))	do		35 -	Norris		ibbs & Jenney athan Church
ondon Packetartha	. do	. 25		Fisher Borden	A	tkins Adams
artna	do		01 -	36	E	F. Terry
artha, 2d laine	do		88 -	Grinnell	. L	F. Terry
actolus.					1	emnel Tripp
taunton	do	3	04 J	ohn Delano	1	
Rochester, Mass.				F	, .	4 San
innawan	Brig	. 1	48 }	Snow	21	l. Barstow & Son Joseph Meigs
adaceus	do		109 -	Southworth		-
	. Bark		263	Smalley	. 0	3. Barstow & Sondo
Oryade	Ship .		370	Severance		(10
Fideon Barstow Laurel	Schoor			Luce		
Laurel Mattapoisett	Ship Brig			Daggett		
Mattapoisett Orion	Ship .			Mayhew		
			- 1		- 1	
Nantucket, Mass.			321	Thomas Russell		James Athearn
Atlantic	Ship .	***	381	John C. Congdon		Richard Mitchell Charles G. Coffin
Atlantic	do		335	John B. Coleman		David Joy
Alexander Comn Catawba Charles Carroll	do		376	Owen Chase		David Joy George Myrick, jr Charles G. Coffin
Charles Carroll Cyrus Charles and Henry	do		328	Benj. R. Hussey George Joy Chadwick		Charles G. Coffin
Charles and Henry Dromo	Brig			Chadwick		Gilbert Coffin
Dromo	Ship		413	George Haggarty		Samuel B. Folger
Enterprise	do		360 346			Daniel Jones
Henry	Scho	oner		Gifford		
Harmony			-	Obed. Swain		William Folger
Jefferson	Ship		377			Timothy Hussey
Jefferson Kingston Lexington	do		399			Franklin Macy
Lexington				Hamblin		
Lexington	Scho			Coo W Gardner.	ir	Matthew Crosby
Mariner	do		362			Gorham Coffin Thomas Macy
Maria	do		351	Benj. B. Raymond		Peter Macy
						Peter Macy Timothy Hussey
Orion	de))	. 36	Albert C. Gardner		Joseph Starbuck Samuel Mitchell
Omega	de		. 35	George G. Cathea Alexander D. Bur	rt	George B. Upton
Ontario	do		. 25	Alexander D. Bui	wer.	Coras of the
T WHILITE	Sah	oone	P	Fisher :		Gorham Coffin
Primrose	Shi	р	. 33			Samuel P. Tuck
Peruvian		o	28	of Oberles To Coffin.		Matthew Crosby
Thule Washington	d	0	30			Clambon Coffin
Washington	d	0		7 Capros Crocker.		. Simon Starbuck
Young Eagle Zenas Coffin	d	0		Hiram Bailey		Charles G, Collin
Zenas Comn			1			
Edgartown, Mass. Gold Hunter	I post	g	9	02 Allen		Coffin & Darrow
				48 Henry Pease		

ving returns of whaling-vessels

	Managing owner or agent.
y 1	E. Sawin
	E. Sawin & Co
ainay	Fish & Huttlestone Samuel Borden E. Sawin F. R. Whitwell Jonney & Tripp Gibbs & Jenney Nathan Church Atkins Adams E. Sawin L. F. Tetry
	Atkins Adams E. Sawin I. F. Terry
	Lemuel Tripp
orth	G. Barstow & Son Joseph Meigs
nce	G. Barstow & Sondo
vortb	
gdon man	George Myrick, jr Charles G. Coiliu
vick garty Cash hase	Gilbert Coffin Samuel B. Folger Daniel Jones
offin Pollard	William Folger Timothy Hussey Franklin Macy
blin rdner, jr 'isher ymond er 'ardner Catheart D. Bunke	Peter Macy Timethy Hussey Joseph Starbuck Samuel Mitchell
orne Oman Coffin ceshall ocker	Gorham Coffin Samuel B. Tuck Matthew Crosby Gorham Coffin
en ase	Coffin & Darrowdo

	Da	te	Result	of vo	yage.	
Whating- ground.	Ofartival.	Sperm-off.	Whale-oil.	Whalebone.	Remarks.	
South Atlantic. Faikiands. Pacific Ocean South Atlantic. do do do Indian Ocean South Atlantic do do fordian Ocean	Aug. 20 Sept. 20 Dec. 28 Oct. 3 Aug. 12 Sept. 14 June 5 July 17 June 5 July 6 Sept. 15	Apr. 6, 1834 Apr. 29, 1838 Sept. 10, 1837 May 15, 1838 Apr. 11, 1838 June 22, 1837 May 5, 1837 Aug. 16, 1893 May 24, 1838 Apr. 28, 1838	Bbls. 180 169 50 158 160 158 160 150 2,322 276	1, 37% 1, 126 426 1, 656 1, 33- 1, 426 2, 07- 58	3 3 4 6	Captain Jenney left the ship and came home sick. Bought from Boston 1836. Returned on account of mutiny with crew.
Pacific Ocean	May 18	May 16, 1838	1, 90			Burned at sea November 3, 1838, in Pacific. Had 700 speru, 700 whale. Condemned at Pakeahuano September 5, 1840; oil shipped home.
Atlantic	Apr. 30	Nov. 20, 1836 June 19, 183	17	0 5 2 3 1, 81		Supposed to have foundered at sea and all hands lost.
South Atlantic Cape de Verde dododododododo	B June 15 Apr. 24 Apr. 23 Apr. 8	Dec. 5, 183 Oct. 14, 183	15	8 2, 55	37	Spoken, with 140 sperm. Spoken, with 250 sperm in September.
Pacific Oceando .	Aug. 25 Jan. 14 Aug. 30 Sept. 8 Dec.	Sept. 20, 183 Sept. 20, 183 Feb. 14, 184 May 1, 184	9 1,6 0 2,6 0 1,6	74 78 178 97 20	39	Built at Mattapoisett 1836.
Pacific Oceando do Gulf Mexico . Pacific Ocean	Nov. 2 July 2 Oct. 2 Oct.	1 Apr. 6, 18- 3 Jan. 16, 18- 5 July 2, 18- 1 Mar. 14, 18	10 2, 3	36 36 90	200	Built, 1836, at Rochester. Fell in with wreck of Industry and got about 200 carrels. Built 1838.
Mexico	Nov. 2 Apr. 1 Sept. 1 Oct. 2	8 4 June 20, 18 2 Oct. 14, 18	40 2, 1 40 1, 9 39 2, 6	925	47 146	Built at Nantucket 1836. Captain Pollard died on the voyage.
do .	Sept. Oct. Nov. Dec.	5 July 8, 18 2 Feb. 21, 18 5 Apr. 22, 18	40 1, 40 1,		13	Captain Gardner died on the voyage. Formerly a merchantman; bought 1836 sold to Sag Harbor, 1839.
Atlantic	July July July Aug. July	31 Apr. 24, 10 19 July 19, 10 14 Dec. —, 10 11 Sept. 2, 10 8 May 1, 1	39 39 1, 40 2,		085	
South Atlan	tic Aug.	10 Aug. 31, 1 30 May 16, 1 31 July 7, 1	837 838 .840 2	400	, 200	Sold to Rochester. Bought from New York, 1836.

Table showing returns of whaling-versal.

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1836.				
Portsmouth, N. II.			Manage	
Pocabontaa	Ship	300 -	Manter	
Stonington, Conn.				n 4 m n Hatan
Charles Adams	Ship	968 — 349 —	Beok	B. & F. Pendleton C. P. Williams
Mercury		30:	Smith	C. T. Stanton
New London, Conn.				
Armata	Ship	414 -	Butler	Abner Bassett
	do	. 375 -	Smith	Benjamin Brown
Bingham Com. Perry Connecticut	do	3/15 -	Stetson	C. Chew & Co Thomas W. Williams Williams & Barns
			Bailey	Havens & Smith
		316 -	Smith	
Candace	Brig	. 153 -	White	Williams & Barns William Williams, jr
Electra	Ship	. 345 -	Lax	The American State of the company of
Friends	do	33:	Keeney	N. & W. W. Billings
Flends	do	291 -	Baker Holdridge	Williams & Barns
Gen. Williams	do	44t 401	Smith	E. M. Frink & Co
Indian Chief	. do	247	Cleft Hobron	N & W W. Billings
Georgo Gen. Williams. Indian Chief Iris Julius Cæsar Jason John and Elizabeth	do	347	Fuller	E. M. Frink & Co
Jason Plicabuth	do .	201	Halsey	Have, a & Smith
Mentor	do .	460	Butler	Thomas W. Williams N. & W. W. Billings
Neptune	do .		Smith	. N. & W. W. Billings
Sag Harbor, N. Y.			711-1	Marcus B. Osborn
Ann	Ship		Bishop Jennings	S. & B. Huntting &
American Acasta		26	Dennison	Mulford & Sleight Charles T. Dering
Camillus	do .	34.	Topping Hedges	Charles T. Dering Luther D. Cook
Columbia	do		— Hedges	Multord & Sieight
			Payne	
Gem	. do	33:	Cartwright .	Charles T. Dering
			Green Douglass	
Hannibai	do			Charles T. Dering .
		283	Sweeney	S. & N. Howen
Marcus	do		Sweeney Topping Slate Parker	S. & B. Huntting & C. T. Dering & Co
		280	Parker	C. T. Dering & Co.
Neptune Nimrod Ontario	do	368	Green	Luther D. Cook
		23	Rodgers	Milliord & Howert
		291	Havens	Mullord & Sieight
Thorn. Thames Washington.	do		Topping	Josiah Douglass
Salem, Mass.				
	Ship	397		Stephen C. Phillips
		271		
		oner 81	Newcomb	James King.
Franklin	Shir	32	Jewett	do
Mac Samuel Wright	Scho	oner M		S. C. Phillips
			Mayhew	

	Managing owner or agent.
	B. & F. Pendleton C. P. Williams
	C. T. Stanton
	Abner Bassett
	Benjamin Brown C. Chew & Co Thomas W. Williams Williams & Barns Havens & Smith do
	Williams & Barns
дө	E. M. Frink & Co Frink, Cnew & Co N. & W. W. Billings
**************************************	William Williams, Jr. Benjamin Brown. N. & W. W. Billings L. Allen Williams & Barns E. M. Frink & Co. Frink, Chew & Co. N. & W. W. Billings E. M. Frink & Co. Have 's & Smith Benjamin Brown Thomas W. Williams N. & W. W. Billings
gs on	Marcus B. Osborn S. & B. Huntting & Co Mulford & Sleight Charles T. Dering Luther D. Cook Mulford & Sleight N. & G. Howell Huntting Coopet Charles T. Dering Luther D. Cook S. & B. Huntting & Co Charles T. Dering
	Luther D. Cook Mulford & Sleight N. & G. Howell
ight	Charles T. Dering Luther D. Cook S. & B. Huntting & Co.
 og	. S. & N. Howell
	C. T. Dering & Co S. & B. Huntting & Co Luther D. Cook
rson	T 1 1 Danieloss
ard	Stephen C. Phillipsdo
low	do
ew	

HISTORY OF THE AMERICAN WHALE FISHERY.

	D	ate	Result	of vo	yage.	
Whaling- ground.	Of sailing.	Of eatilise. Of arrival. Sperse-oil. Whale-oil.		Remarks.		
South Atlantic	Aug. 13	May 4, 1818	Bbl∗. 2 3	Bbls.	Lbs.	Withdrawn for merchant-service, 1638.
Falkland Islds	Oct. 15 Oct. —	Nov. 13, 1837				Burned at Falkland Islands, 1837. Had for tenders schooners Ls Grange and Bolton.
do		Aug. —, 1838		2, 100	21, 000	
ladian Ocean	July —	Apr. 30, 1838	1			Mate and boat's crew taken down by a whale, 1837.
South Atlantic do do do do do Palkland Islds South Atlantic do Falkland Islds South Atlantic Falkland Islds South Atlantic do Falkland Islds South Atlantic do do do folkland Islds South Atlantic do do do falkland Islds South Atlantic Ado Ado Falkland Islds South Atlantic Ado Ado Falkland Islds South Atlantic	May 24 July 5 June 14 Aug. 20 June 7 Aug. 31 June 21 Apr. 23 Sept. 7 June 7 Nov. 9 June 9 June 9 June 9 June 10 Let 11 Let 11 June 6	Apr. 7, 183 Apr. 23, 183 Mar. 29, 183 May 19, 183 May 11, 183	\$300 1400 150 200 0 1000 1 160 7 230 8 200 7 300 7 300 7 300 7 300 7 200 7 200 7 200 7 200	1, 4 3, 35 1, 80 1, 50 2, 10 1, 30 1, 77 3, 30 2, 50 2, 00 2, 15 3, 30 2, 00 2, 15 3, 30 1,	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Tender to Gen. Williams. Sold to Cold Spring, 1837.
South Atlantia do	July 4 July 2 June 1 July 1 July 1 July 2 July 2 July 2 July 3 July 1 July 1 July 1 July 1 July 1 July 3 June 3 Aug. 1 June 3 July 3	5 May 18, 183 5 Apr. 8, 183 6 Apr. 8, 183 6 Apr. 19, 183 6 Apr. 19, 183 8 Mar. 15, 183 8 May 18, 183 6 Apr. 115, 183 6 May 7, 183 6 May 7, 184 6 May 7, 184 6 May 9, 18	77	1, 3 0 2, 1 2, 0 0 2, 1 0 1, 8 0 2, 1 1, 2 1, 2 1, 3 1, 7 1, 7 1, 3 1, 7 1, 3 1, 7 1, 3 1, 7 1, 3 1, 7 1, 1 1, 1 1, 1 1, 1 1, 1 1, 1 1, 1	50 50 00 00 00 00 00 00 	Returned once with 60 sperm.
Pacific Ocean S. A. and Ind Atlantic (a) South Atlant Atlantic (Pacific Ocean do (do (do (do (do (do (do (do (do (do (July Mar. Apr. June Apr. Nov.	10 Apr. 5, 18 28 June 8, 18 6 May 9, 19 28 Apr. 12, 19 21 Apr. 23, 19 24 Mar. 1, 19 19 Sept. 9, 19	937 438 937 -39 839 1,	1, 75 40 150 1,	450 20 250 200 500	Built 1822. Built 1822. Built 1831.

Table showing returns of whaling-versals

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner of agent.
1836.				
Bristol, R. I. America lowditch Santon Packet Cama Jov. Hopkins Gion, Jackson Ganges	Rark	957 398 312 362 392 380	Browning Ramadell Downs Littlefield King Crocker Harris	Robert Rodgers W. R. Taylor Fitsbearty Homer do William H. De Wolfde
Falmouth, Mass. A washonks Bartholemew Gosnold Hobomok. Popmunnett	Shipdodo Bark	355 360 412 200	Stanton Fish	Elijah Swift Ward M. Parker. Elijah Swift John Robinson. Stephen Dillingham
William Penn	Ship	370	Assessment advisored on the	
Dartmouth, Mass. Grand Turk Washington	Shipdo	324 344		James Rider B. & J. W. Howland
Plymouth, Mass. Arabella	Shipdo		Eldridge	James Bartlett, jrdo
Warren, R. I. Atlantic Atlas Boy Chariot Crawford Franklin Milos Philip Tabb Rosaile	Ship Brig Ship do Brig Bark Ship do	19 25 35 12 21 24 40	6	Driscol & Child. William Carr, fr. William Carr, fr. William Collins & Co. J. & D. K. Luther William Collins & CO. Driscol & Child. Joseph Smith, Jr., & Co. Driscol & Child.
William Baker	do		- massing to	
Mystic, Conn. Aeronaut Meteor	Ship do		65 Mallory 25 Lester	Charles Mallory I. & W. P. Randall
Fall River, Mass. Ann Maria Edward Quesnal	Brig Ship		96 Swain	John Eddydo
William	Brig	;	Brownell	J. S. Barnard
Lynn, Mass. Commodore Preble Louisa. Nahant	Ship		323 383 — Eldridge Woolley Charles Church	S. H. Gardner
New York, N. Y.	Bri	g	Hallett	
Athenian	Bas	rk	200 —— Spencer	Silas E. Barnard 8, E. Burrows
Shibboleth	d	to	Araumania ses	
Bridgeport, Conn.	Sb	ip	359 Rose	Samuel F. Hurd
Wareham, Mass. George Washington	Sh	qi	374 ——— Gibbs	E. Thompson

owing returns of whaling-vessels

3.	Managing owner or agent.
ing iell held	Robert Rodgers W. R. Taylor Fitzbenry Homer do William H. De Wolf do
nker	Elijah Swift Ward M. Farker Elijah Swift John Robinson Stophen Dillingham
tle iden	James Rider B. & J. W. Howland
idge	
ththth	Driscol & Child. William Carr., fr William Collins & Co J. & D. K. Luther do William Collins & Co Driscol & Child Joseph Smith, fr., & Co. Driscol & Child
illory	Charles Mallory I. & W. P. Randall
ood	
rownell	J. S. Barnard
ldridge Toolley Church	S. H. Gardner
[allett	
pencer Dickins	Silas E. Barnard S. E. Burrows
Rose	Samuel F. Hurd

sailing from American ports-Continued.

	Di	ate-	Result	t of v	oyage.			
Whaling- ground.		Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.		Remarks.	
Vorth Atlantic Parrile Ocean South Atlantic do	July 20 July 6 June 23 July 7 May 5 July 31	May 90, 1838 Jun. 12, 1838 Apr. 3, 1838 Apr. 1, 1838 Dec. 3, 1839	13	9, 40 1, 20 2, 6	00 00 00 00 80	250 250 250	iptain Browning left the slup, sick. lid to Providence 1838. lided in May, 1848. for Europe. lid to Boston 1838. aptain Harris and boat's crew lost fast to	
Pacific Ocean do	Feb. 39	Dec. 1, 1839 May 10, 1830	75	1,7	50	C	a whale; sold to Fall River 1839.	
Pacific Ocean do	Nov. 17 Oct. 95 July 6	Jan. 24, 1240 Sept. 19, 1231 Nov. 7, 1830 Nov. 29, 1830	2,00	0 1, 5	370	E	Built 1836; returned with Captain Fish.	
Pacific Ocean .	Oct. 8	May 28, 184	1, 30	1	310			
South Atlantic	June 15 June 22	Apr. 20, 183 June 4, 183	8 16	30 2, 1,	365 700		old to New Bedford 1837.	
South Atlantic Indian Ocean .	Aug. 25 July 13	May 19, 183 Apr. 13, 183	8	80 2,	220 500		Withdrawn for freighting 1833.	
South Atlantic West'n Islanda Pactic Ocean do West'n Islanda	July 14 Sept. 16 Aug. 20 June 2:	Apr. 9, 18, 18, 18, 18, 18, 18, 18, 18, 18, 18	17 1 19 5 18 Fu 17 1	50 00 11 50 1	300		About 3,000 barrels sperm.	
South Atlantic do Pacific Ocean South Atlantic	July 2 July 1	7 Apr. 14, 18; 5 Apr. 7, 18; 6 May 2, 18	38 8	400 2, 120	200 10,	000	Sold 2,900 whale at Rio Janeiro and loaded with coffee for home.	
South Atlanti	ic. June 1	8 Apr. 21, 18	38	60 1	, 940 1, 340		First mate killed by a whale.	
Atlantic Pacific Ocean	Ang. May	0et. 93, 16		190			Lost on Long Island May 15, 1839; had 1,400 spertu, 200 whale; saved 670 spertu 570 whale. Salled once and returned, having a rotte	
West Island	a July	gg June 10, t					mainmast.	
South Atlant	July		837 837 838	150 200 230	2, 000 1, 200 2, 160		Built at Portland 1836.	
South Atlan	tio.						Arrived July, 1839, under the Brazilian fla and renamed Flaminense; lost on Cr zettes 1841.	
Falk. Island			1837			••••	zettes 1841. Returned to Rio Janeiro, full, and was so there. Sold cargo at Rio Janeiro and returned ballast.	
South Atlar	rio. July	18 May 10,	1837		2, 300			
Pacific Ocea	n Jan.	90 Sept. 27,	1839	2, 400			0	

.

Table showing returns of whating-vessels

Name of vessel.	Class.	Transpr.	Captain.	Managing owner or agent.
1836.				
Poughkeepsie, N. Y. Nath'l P. Tallmadge New Eugland	Ship	370 375 Jei	Post	David M. Shearman
Providence, R. I.	Ship	905 —	Stuart	Amherst & Everett
Newark, N. J.	Ship	. 300	Hussey	. J. H. Stephens
Wilmington, Del. North America	Ship Bark		illiam H. Cox Crocker	William Wheeler
East Haddam, Conn. Bruce	Bark	. 14	Purrington	
Greenport, N. Y. Delta Romoke Triad	Ship do do	25	Griffin Harris Loper	Wiggins & Parsons
Hudson, N. Y. Beaver Edward Huron	Ship do do	. 1274 -		Barnard, Curtis & Co Seth G. Macy Robert A. Barnard
Dorch ter, Mass. Courier Julia	Ship Bark.		Crapo	Josiah Stickney
Westport, Mass. Elizabeth Dr. Franklin Mexico President Thomas Winslow	Brig . Bark.	171	Francis Job Davis Davis Sowle Cary	Job Davis
Newport, R. I. Constitution Geneva Harvest Margaret. William Lee.	Ship School Bark Ship	ner 112	E. Gifford	N. Rugglesdo Devins & Clarke. R. P. Lee.
Provincetown, Mass. Flora Imegens Louisa	Brig	oner	Atkins Tilson	
Mystic, Conn. Meteor (see p. 330)			Lester	
Norwich, Conn.	Ship	261	Barnum	
1837.				
New Bedford, Moss. Adeline		25: 0	Bailey Norton Lucas	J. A. Parker & Son I. & I. Howland

owing returns of whaling-versels

	Managing owner or agent.
1	1
	David S, Shearman
	Amherat & Everett
y	J. H. Stephens
OX	William Wheeler
ngton	
n	H. & N. Corwin Wiggins & Parsons H. & N. Corwin
raett	Barnard, Curtis & Co Seth G. Macy Robert A. Barnard
0	Josiah Stickney
oia	Abner B. Coffin
8	Job Davis Andrew Hicks
dock ackpole	
ina	
sto r .	
rnum	
own alley orton cas Fisher	I. Howland, jr., & Co George Howland J. A. Parker & Son I. & I. Howland Alexander Gibbs
uce ussell	B. B. Howard

	Di	180	Result	t of vo	yage.	
Whaling- gr and.	Of arrital.	Sperm-eil.	Whalesil.	Whalebeer	Remarks,	
Pacific Ocean	Ang. 16 Dec. 3	Apr. 14, 1840 Apr. 11, 1839	Bbln.	Bbln.		Captain Terry left the ship and came home sick.
Brazil Banka	July 6	July 4, 1927	200	1, 90	0	
Pacific Ocean	Sept. 15					Bought from Boston 1*36; lost on coast of Chill December 5, 1835.
South Atlantic. Pacific Ocean	Aug. 12 Jan. 9	Apr. 12, 1838 May 3, 1830	30 1, 50	9, 10		
Atlantio	June 17	June 24, 1837	45	0	,	
South Atlantic	July — Aug. — July —	Apr. 90, 1838 May 3, 1837 Apr. 28, 1837	10	1, 0; 0 7; 1, 8;	00	
Pacific Ocean . South Atlantic do	Nov. 15 Sept. 91 July 2	May 1, 1846 Apr. 10, 1836 Jan. 91, 1836	1, 10	00 1, 6	00	
Indian Ocean . South Atlantic	June 11 May 18	Apr. 13, 183	8 1	50 1, 8	50	Sold 1838.
Atlanticdo	June 98 May 14	Nov. 7, 183		19 61 50	13 24 6	
South Seas Falkland Isld Indian Ocean East Cape Pacific Ocean	July 20	Mar. 4, 185 Apr. 4, 185	37	89	000 900 812	Sold to Fairhaven 1839.
Capede Verds	July	5 Oct. 25, 18 Nov. 5, 18	36 36	560 175		::
Indian Ocean		Mar. 12, 18	38	60 2,	400	***
South Atlant	ic. May 1	Apr. 9, 18	37	1,	650	Sailed from New London; mostly elephant oil.
Ind. and N. Z Indian Ocean do Pacific Ocean Indian Ocean Atlantic South Atlant	July Dec. Nov. Mar.	1 Apr. 22, 13 16 Nov. 26, 13 2 Aug. 4, 13 14 Apr. 19, 13 10 Apr. 1, 13	838 838	581 131 1	, 400 , 446 , 500 , 460 , 565 , 597	Unloaded at Bremen July 25, 1839.

Table showing returns of whaling-reasels

Name of vessel.	Class.	Тогиаде.	Captain.	Managing owner or agent.
1837.				
New Bedford, Mass Continued		000	Morselander	Samuel Rodman
	anip	290 349	Harding	Charles W. Morgan
ondor	do	. 370	Tower	Kollock & Grinnell
hina icero	do		Cook	Davin Comm
icero herokee	Bark do		Shearman	Chang & French
ora	Brig	. 184	Ellis	L. Koliock
Cornelia	Bark	. 210	Sanford	Jonathan Mosner
Cornelia Delight	Brig		Coffin	W H Stowel (1)
Cagle	do	. 252	Stetson Lewis	Lawrence Grinnell
Endeavour Euphrates	l., do	365	Clark	Charles W. Morgan
Emily Morgan	do		Hawes	
France Henrichte	l do	333	William H. Mosher .	
Franklin	l do		Smith	David Coffin
Francis, 2d	do		Cushman	George Howland
Francis, 2d Fenelon Ceorge and Susan Gratitude	do	33		
Gratitude		1	Townsend	Oliver Crocker
Gea. Pike Hope Hercules H⊲rcules, 2d Herald Hydane	do			William T. Russell Jirch Perry
Hope	do	33		
Hercules	do .		d Picketson	Tobey & Ricketson
Herald	do		3 Price	
Herald	do .	39	el Dayter	
Hibernia	do .	33		Courses Howland
Java	do .		Baker	Jireh Perry
Java John Adams	do .	2	Taber	
John Adams Janus Jasper	Bark .	2		J. A. Parker & Sou
Jasper Lalla Rookh	Ship		James B. Wood	Daniel Wood
Lalla Rookh L. C. Richmond Laurel Messenger	Schoo	ner 1	19 Manter	
Magganger	Ship		II aakell	I. Howland, jr., & Co
Meseenger Mercury	do		oe S B Corgeshall	William Gifford
Midas	do	4	07 Moses Samson	
Minerva			34 Gibbs	William R. Rodman D. R. Greene & Co
Moss Mount Vernon Nile	do		sol E T Shearman	David Coffin
Mount Vernon	do] 3	108 — Hall Chase	
Nile Nassau	do		108 — Chase 257 — Gifford	Gideon Allen
Nassau Octavia	uo			Andrew Robeson
	1 do		Collins	A. H. Seabury & Bro
Pacific, 2d Parachute Pioneer	Bark		931 Adams	C. W. Morgan Abin, Barker
Pioneer	Ship		306 Luce	Charles W Morgan.
Pioneer	do		371 —— Dexter	
Russell	Pont		302 Long 250 Nickerson.	Isaiah Burgess
Rousseau Rodman Russell Rajah	Dari			v than Pourne ir
	l de		235 — Brown 134 — Caff	Dichard Johnson
Roscoe Rising States. Swift	Brig		not I amia Toher	Thomas S. Hathawa
Swift	onii de	0	315 Warren N. Bourn	A. H. Seabury & Bro
Stephaina	1 (1	0	269 Howland Daniel McKenzie	Andrew Robeson
Samuel Robertson	d	0	O62 H11886V	a Deanch
Selma Samuel Robertson St. Peter Seine	Bar	k	281 D. Flanders	D. R. Greene & Co.
Seine	Shi	n	288 H. F. Eastham	D. R. Greene & Co. J. A. Parker & Son.
W & L. Packet	d	0	384 — Foster 263 — Gifford	S. Rodman, jr
Seine		0		
Fairhaven, Mass.			35	E. Sawin
	Shi	p	318 Macomber	do
Arab	Ba	rk	276 Russell	Gibbs & Jenney

nowing returns of whaling-ressels

n.	Managing owner or agent.
lander	Samuel Rodman Charles W. Morgan
man	Samuel Rodman Charles W. Morgan William H. Stowell Kollock & Grinnell David Coffin I. H. Bartlett Crane & French L. Kollock
lers	Crane & French L. Kollock Jonathan Mosher
0 1	Lawrence Grinnell
Mosher	Abm. H. Howland
h	David Coffin
nsend	Oliver Crocker
nney hase ketson	D. R. Greene Tobey & Ricketson Randall & Haskell
terosher	Altred Gibbs & Co Alexander Gibbs George Howland
er er	T. & A. R. Nye
Wood	Daniel Wood I. H. Bartlett J. R. Thornton
nter ndrick skell geshall mson	Alexander Gibbs George Howland Jireh Perry. T. & A. R. Nye. Alexander Gibbs J. A. Parker & Son Daniel Wood I. H. Bartlett. J. R. Thornton I. Howland, ir., & Co. John Cogreshall William Gifford
bbs arman all	William R. Rodman D. R. Greene & Co David Coffin
fford	Gideon Atten
ollins urfee dams	C. W. Morgan
exter oug ickerson	Toolah Burgess
rown aff	Jonathan Bourne, jr. Richard Johnson Thomas S. Hathaway Palmer & Coggeshal A. H. Seabury & Bro Andrew Robeson Frederick Bryant. Crane & French D. R. Greene & Co J. A. Parker & Son. S. Rodman, jr.
affobev N. Bourne Iowland McKeuzie lussey	A. H. Seabury & Bro Andrew Robeson
lussey ders astham oster difford	Crane & French D. R. Greene & Co J. A. Parker & Son
Gifford	
Macomber Russell Ellis	E. Sawindo

	De	ate-	Result	of vo	yage.	
Whaling- ground.	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	Remarks.
South Atlanticdo S. A. and Ind South Atlanticdodo	Nov. 30 July 14 June 28 June 4 June 7 May 7	Dec. 26, 1840 Apr. 7, 1839 Aug. 29, 1838 Apr. 30, 1838 Sept. 2, 1838 Mar. 20, 1839	Bhls. 1, 972 50 90 20 158 251 185	1, 490 1, 036	6, 400	Captain Morselander died Sopt. 2, 1839.
Atlantic South Atlantic Atlantic Facific Oceandodo	Sept. 21 Dr. 25 Apr. 19 Aug. 10 Dec. 20 Dec. 11	May 29, 1839 Feb. 23, 1838 July 19, 1838 Apr. 14, 1840 Apr. 10, 1841 Oct. 17, 1841 Sept. 26, 1841 Apr. 8, 1839	301 2, 214 390 1, 661 2, 882 860	1, 090 46 109 1, 85	16, 000	Lost fourteen men by African fever.
Brazil Banks South Atlantic Pacific Ocean South Atlantic Pacific Ocean Ind. and N. Z	May 7 Mar. — July 11 Nov. 8 Dec. 31	Mar. 1, 1839 June —, 1840 June 28, 1838 May 28, 1841 Oct. 27, 1839 Jan. 10, 1839	500 950 40 2, 906 260	1, 606 366 2, 306 3 2, 496	0	Second mate killed by a whale December, 1838. Sold 950 whale at Pernambuco.
Indian Ocean South Atlantic John Atlantic John Atlantic John Mew Zealand South Atlantic John Atlantic South Atlantic South Atlantic New Zealand Paerfic Ocean Atlantic South Atlantic	May 5 July 2 Apr. 11 Dec. 22 June 15 July 2 July 23 July 6 June 19 June 28 June 8 June 15 Nov. 26 Apr. 19 June 11 June 15 Lune	May 4, 1839 Apr. 28, 1840 Sept. 29, 1840 Feb. 25, 1839 Apr. 28, 1839 May 8, 1839 Mar. 22, 1839 Mar. 27, 1838 Mar. 27, 1838 Mar. 27, 1838 Mar. 24, 1838 Mar. 24, 1838 Oct. 12, 1841 Jan. 1, 1841 Jan. 1, 1841 Jan. 1, 1841	988 555 79 1,78 30 1,78 30 1,53 1,53 1,53 2,61 41 2,61 41 2,61 41 30 2,53 2,13 30 2,13 41 30 30 41 41 41 41 41 41 41 41 41 41 41 41 41	29 29 29 3 1, 92 5 1, 92 6 1, 02 8	5 1 2 2 5 5 5 5 1 1 2 2 5,000 7 7 7 8 8 1 1	Captain Samson left ship and came home
Pacific Ocean P. O. and N. Z Ind. and P. O. Pacific Ocean Indian Ocean	Apr. 3 Nov. 1 Aug. 24 Nov. 6	July 3, 184 Mar. 17, 184 Jan. 6, 184 May 13, 184	1, 25 0 90 1 1, 6	27 5 09 2, 2 19	23 85 31, 58	-
Chili	Aug. 1 Aug. 1 Nov. Aug. 1 Nov. July 1 June 1 le June 1 July 2 Feb. 2 July 1 Mar. 2 Nov. Nov. Aug. 1	7 July 10, 183 5 Oct. 14, 183 Apr. 9, 183 6 Dec. 10, 184 6 Apr. 13, 184 2 Oct. 27, 184 1 June 21, 185 2 Aug. 31, 184 9 Mar. 28, 183 4 June 24, 186 May 15, 188 1 June 44, 186	9 7. 8 9 2. 5 5 5 5 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6	40 1, 7 10 5 10 45 1, 2 18 10 1, 6 115 1, 5 43 316 338 1, 4 306 2,	28 349 271 335	Captain Nickerson died at Bay of Islands, March, 1838. Sold 150 sperm at Swan River. Condemned at Cape de Verdes Doc., 1837.
Indian Ocean South Atlantdo Pacific Ocean Atlantio South Atlant	Mar. I Aug. I June Nov. I Aug.	9 Apr. 1, 183 6 Sept. 1, 183 6 Aug. 30, 18 9 Aug. 21, 18 7 July 8, 18	39 38 38 41 2, 3 38 1, 9	226 1, 78 300 207	084	

Table showing returns of whaling-ressels

Name of vessel.	Class.	Tonnage.	Captain.	Maneging owner or agent.
1837-				
Slifford Wayne Friendship Favorite Heroine Joseph Maxwell Jasper	Ship do	387 302 360 243 315 286 354	Downs. West Swift Harding Stewart Adams Stewart Cushman Shearman Church Cox	Atkins Adams. Jenney & Tripp E. Savvin Lemnet Tripp Gibbs & Jenney
Rochester, Mass. Annawan Lagrango. Le Barron Mattapoisett Orion. Shylock Sarah	Brlgdododododo	170 170 150 99	Snow Daggett Rogers. Southworth. Purrington Taber Maybew	Jos. Meigs
Nantucket, Mass. Annora Elizabeth Starbuck Foster Franklin Harmony Hero John Adams Levi Starbuck Montano Maria Martha Nantucket Ohio Obed Mitchell Phænix Primrose Planter Rose Susan Three Brothers	School Ship do do Sloop Ship do do School Ship do do School	346 381 381 246 391 299 377 36 37 35 36 37 37 37 38 37 37 37 38 37 37 37 37 37 37 37 37 37 37 37 37 37	John Hussey, fr. Alexander M. Chase Jusiah C. Lour, Benjamin F. Riddel Coleman Reuben Joy, fr. Asa Coleman John C. Lincoln Renjamin C. Sayer James Alley David N. Edwards Charles W. Coffin Reuben Ray, jr. Swain Eben M. Hinckley Rouben Russell Henry Phelon	Levi Starbuck Richard Mitchell James Athearn Joseph Starbuck Griffin Barney Levi Starbuck Samuel B. Folger James N. Bassett H. G. O. Dunbam Jared Coffin Thomas Macy William Bartlett William B. Coffin Simeon Starbuck Aaron Mitchell Matthew Starbuck
Edgartown, Mass. Almira		3	Richard Flanders Merry	Thomas Bradley
Delphos William and Joseph Falmouth, Mass. Brunette George Washington Popmunuett	Brig	k	Cleveland . Cleveland . Pool Consider Fisher . Nickerson	Elijah Swift
Dartmouth, Mass. Elizabeth Westport, Mass. Champion Dr. Franklin Elizabeth Juno Prosident Thomas Winslow	Ba Br Ba	rkigig	209 171 Job Davis 107 — Sowle 165 — do 187 — Hathawa 136 — Scabury	Abner B. Gifford

owing returns of whaling-ressels

n. 2	Managing owner or agent.
ng	Z. Sawin & Co ilibbs & Jenney E. Sawin do F. R. Whitwell Atkirs Adams Jenney & Tripp E. Savin Lemnet Tripp Gibbs & Jenney E. Savin
rs. hworth rington hew	G. Barstow & Son Elijah Willis G. Barstow & Son Jos. Meigs Elijah Willis S. C. Luce G. Barstow & Son Son G. Barstow & Son Son G. Luce G. Barstow & Son
rock	James Athearn Joseph Starbuck Grifth Barney Levi Starbuck Samuel B. Folger James N. Bassett H. G. O. Dunham Jared Coffin Joseph Mitchell Thomas Macy William Bartlett
Hinckley A. Coleman Russell helon	Alatenow State
Flanders erry eveland	Abraham Osborn Thomas Bradley John Holmes
oolr Fisher Kickerson	Elijah Swift
via Sowie	Andrew Hicks Job Davis Abner B. Coffin Abner B. Gifford Andrew Hicks

	D	ate—	Result	of voy	age.	
Whaling- ground.	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil	Whalebone.	Remarks.
New Zealand South Atlantic do do New Zealand South Atlantic Indian Ocean Pacific Ocean	Nov. 26 Aug. 12 July 12 Aug. 15 July 2 Oct. 3 July 25 Feb. 3 Aug. 1 June 14 July 16	Oct. 18, 1840 Jan. 22, 1838 Aug. 25, 1838 Apr. 19, 1839 Aug. 2, 1839 July 2, 1839 June 2, 1839 Apr. 20, 1838 Sept. 5, 1840 Dec. 10, 1840 Oct. 3, 1839	740 381 57 2, 366 2, 640	2, 615 2, 412 1, 700 1, 504 1, 890 1, 411 2, 534	Lbs.	
do	July 20 Apr. — July 29 Mar. 25 Apr. 21 July 2 Mar. 25	June 27, 1838 Mar. 17, 1838 Sept. 5, 1838 Mar. 22, 1838 Oct. 5, 1837 June 26, 1836 Dec. 6, 1838 June 7, 1838	483 80 60 41	660 25 15		
Pacific Ocean do decision do decision do	July 5 Nov. 5 Nov. 16 Sept. 1 Oct. 12 Aug. 30 Aug. 30 Aug. 27 Aug. 2 Sept. 6 June 12 July 12 Sept. 22 Nov. 4 Feb. 27	Apr. 28, 184 Feb. 13, 184 Aug. 9, 183 May 18, 184 Oct. 4, 184 Nov. 29, 184 May 30, 185 ————————————————————————————————————	2, 03 1, 35 2, 10 1, 71 13 1 1, 99 1, 05 2, 37 Clea: 0 2, 03 1 2, 03 1 2, 03 1 2, 03	7 1 1 37 0 0 0 65 25 2 2 7 16 1 11 2 0 0 465 465		Sold to New Bedford 1841 Built at Nantucket 1837. Brilt 1837. The Primrose sailed again Oct. 23, 1837, and
Pacific Oceandododo	Nov. 14 Oct. 3 Dec. — June 19	May 28, 184 May 29, 184 May 28, 184		2 477		June 13, 1838, with 25 sperm, 75 whale.
New Zealand	June 5	Apr. 4, 183	19 20	1, 100		Sold 1,100 whale at Bahia.
Ind. and Pacific	Aug. 20 Dec. 19	May 30, 183	38	2, 25	0	
Atlantic	May Jun. 1	May 23, 18 Apr. —, 18 — —, 18	38	00 80 30		
Pacific Ocean.	Dec	M ar. —, 18	40 2, 2			
Atlantiedododododododododododododododo	Sept. Aug. 2 May 1 June 2	1 July 23, 18	38 1	135 195 188 154 117	5	

Table showing returns of whaling-ressels

Name of vessel.	Class.	Tonnage.	Cı	aptain.	Managing owner or agent.
1837.					
Fall River, Mass.		196	F	Browning	John Eddy
Ann Maria Gold Hunter Taunton William	Ship Brig do	281 103 107	I	Sates Sollins Succorth	J. S. Barnard
Lynn, Moss.		32		Eldridge	S. H. Gardner H. Chase & Co
Com. Prebble	Ship do			Woolley Smith	S. H. Gardner
Newburyport, Mass.	Ship	414 350		Starbuck Brock	
Salam Mass.	01.	30-		Jackson	John B. Osgood
Bengal	Ship Bark do	. 29	3	Francis Radeliff	James King
Emeline Frauklin Lzette James Maury Lydin Malay Mae Reaper Richard	Bark School	101 8 27 30 20 20 101 2	25	Tracy Hall Bigclow Ramsdell Barnard Emmons Neal Dowing	do do do Stephen G. Phillips J. B. Osgood do Madagas
Warren, R. I.	Brig	١,	126	_ Russell	Jos. Smith, jr., & Co
Atlas				_ Coffin	Driscol & Child
Benjamin Rush	Ship		126	_ Sowle	J. & D. K. Luther
Crawford Hoogley Jane Luminary Miles North America Warren	do		292 371 43: 240 288 382	- Eddy - Mayhew - Davol - Grinnell - Lewis	S. P. Child J. Smith, jr., & Co William Collins & Co Driscoll & Child
Providence, R. I. Brunswick			295 -	Gardner	Amherst & Everett
Delatol R. I.		- 1		- Richmond	William H. De Wolf
Anne	Shi	0	503 — 200 · · ·	— Gardner. ♪	William R. Taylor
Corinthiau Essex Gov. Hopkins		g	111 } _	King Simmons	**** I assists an II Do Woll .
Metacom		р	360 -	(7) Innort	do
Sarah Lee		g	156 —	Hart	
Newport, R. I. Andley Clarke Martha Pocahontas	Sh. Sc	lp lo hoone	1 0	oseph Sherman liver Potter .lden Wilkey .	George Knowles
New London, Conn. Ann Maria		ip	368 -	Middleto Pendle.o	Thomas W. William J. Lawrence

nving returns of whaling-ressels

	Managing owner or ngent.
rth	iohn Eddy Jenry Slade Vylliam Coggeshall J. S. Barnard
ge ey	S. H. Gardner
nek	Lunt & Titcomb
eon	John B. Osgood James King
bard	John B. Ple James King J. B. Osgood J. B. Osgood J. B. Osgood J. B. Osgood
ing	Joseph Hodges.
sell	Jos. Smith, jr., & Co Driscol & Child
tin	J. & D. K. Luther William Collins & Co. S. P. Child J. Smith, jr., & Co. William Collins & Co. Driscoll & Child J. Smith, jr., & Co.
ardner	
ichmond	
Ardner. King Simmons Tinnell	100
lart	
Sherman Potter Wilkey	George Knowles
Middleton Pendlewn	Thomas W. Williams J. Lawrence

HISTORY OF THE AMERICAN WHALE FISHERY.

	D	ate-	Result	of vo	yage.	
Mysling- ground.	Sperm-oil.	Whale-oil.	Whalebone.	Remarks.		
Atlantic	Dec. 7 Aug. 4 May 20 July 24	July 25, 1838 Apr. 10, 1839 Feb. 16, 1838 June 6, 1838	110			
South Atlantic S. A. and Ind do	July 11 July 27 Aug. 13	May 8, 1838 Apr. 29, 1838 May 11, 1838		1, 350 1, 500		
N. Z. and Ind Pacific Ocean.	Nov. 27 Nov. 27	Sept. 19, 1839 Sept. 11, 1839	350 200	3, 350 2, 500		
S. A. and Ind	July 8	Mar. 24, 1839			8,000	Built 1816. Sold out, 1839; built 1828. Lost at Falkland Islands April 15, 1838; shipped oil home. Sold out, 1834.
Atlantic	May 27 Oct. 16 July 5 Dec. 20 May 21 May 24 Aug. 21	Dec. 8, 1834 Dec. 20, 1839 Dec. 11, 1840 Mar. 25, 1840 May 5, 1839 Nov. 17, 183		Clean 2, 05 2, 60 1, 45 1, 00	0	Sold out, 1837. Built 1835. Built 1832. Built 1825. Brig Eagle, Williams, sailed as tender. The Richard's oil was sold at Pernambuco, and she was lost in July or August off Montevidee in the morchant service.
New Zealand Pacific Ocean			1 1, 42	5 45	50	Tender to Luminary; made a trading voyage; no report. Mate and boat's crew lost, 1839; fast to a whale.
Atlantic	Oct. 1 Sept. July c July 1 Aug. 2	9 Oct. 2, 183 3 Mar. 14, 183 0 May 14, 183	10 70 19 60 10 60	1, 50 00 9 00 3, 2 10 1, 1	70	
South Atlanti	o Aug. i	Apr. 10, 18	39	1,3	320	
Pacific Ocean		2 June 5, 18 7 Mar. 23, 18	40 1, 3 39 3	00 3,	000	
Mexico Atlantic Pacific Ocean	Aug.	16 July 25, 18 13 June 11, 18 21 May 28, 18	38 1	600 100	20	Built at Bristol, 1836; sold at New Bedford, 1841.
Mexico	Feb.	23 Nov. 25, 16	37		100	The sperm was picked up.
Pacific Ocea	Oct.	2 Apr. 19, 1	840 841 838	350 950	40	
South Atlan	tic. July May	25 Feb. 28, 1 Feb. 3, 1	839 839	180 2, 160 2,	070 400 15, 0	000

Table showing returns of whaling-versels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner () agent.	
1837.		1			
New London, Conn.—Continued. onnecticut - conails -	Ship do	396 311 332 343 290 318 347 336 335 285 342 404	Crocker Bulley Fitch Peabody Baker Balley McLean Hobron Fuller Andrews Prentiss Allen	X. W. Williams L. Allen N. & W. W. Billings do T. W. Williams E. M. Frink & Co T. W. Williams E. M. Frink & Co Y. W. Williams E. M. Frink & Co	
Palladium Phenix Pembroke Superior Stonington	do	199 406	Chester	Jos. Lawrence	
Stonington, Conn. Acasta	Ship Schoon Ship do	349 - 446 -	Pendleton Beck Pendleton Pendleton	C. P. Williams	
Myetic, Con . Atlas	Shipdo		Bailey Chester		
Sag Harbor, N. Y. Ann Acasta Arabella Camillus Columbia. Corcordia Cadmus Daniel Webster	do do do Bark . Ship do .	286 367 345 285 265 397 397	Bishop Haud Pearson A. Rogers Hedges Woodward Haud Harlow Griffin	Mulford & Stellant N. & C. Howell Charle Dering Luther D. Cook Thomas Brown Mulford & Sleight E. Mulford Charles T. Dering	
Frauklin Fanny France Gem Henry Hudson Marcus Momouth Neptune Noble Nimrod Romulus Thorn Thomas Dickason	do	391 411 326 333 36e 283 273 33e	Payne Howell Ludlow Cartwright Green Smith Slate Sayer Parker Rolges Topping Havens Nickerson	do Huntling Cooj er C. T. Dering, Luther D. Cook S. & N. Howell S. & B. Huntling & C Ira B. Tuthil C. T. Dering & Co Mulford & Howell Mulford & Sleight do	
Thomas Dickason Thames Xenophon Greenport, N. T. Bayard Roanoke Seraph Triad Washington	Ship	384	Case Shearman Loper	H. & N. Corwin Wiggins & Parsons Samuel Lamson H. & N. Cerwin	
Dartmouth, Mass. Elizabeth Forester South Carolina	Chi	p 329		Prince Sears	

ing returns of whaling-versis

	Managing owner () agent.
T V V N N T T T N N N N N N N N N N N N	W. Williams & Barns & W. W. Billings W. Williams & Barns & W. W. Billings & W. W. Billings & W. W. Billiams & W. Williams & Co. F. W. Williams & Co. F. W. Williams & W. W. Billings & Barns
	C. P. Williams C. P. Williams do E. Faxon, jr., & Co
	Marcus B. Osboru Mulford & Sleight N. & C. Howell Charb Dering
ard	Mulford & Sieigh N. & C. Howell Charl. i. Derling Luther D. Cook Thomas Brown Mulford & Sleight E. Mulford Charles T. Dering N. and G. Howell
right	Hunting Cool et C. T. Dering Luther D. Cook S. & N. Howell S. & B. Huntting & U Ira B. Tuthill C. T. Dering & Co Mulford & Howell
ng reon y	Mulford & Sleight
man	Samuel Lamson
1	James Rider Prince Sears James Rider

	Di	ate-	Result	of v	oyage.	
Mpuling. State of the state of	Sperm-oil.	Whale-oil.	Whalebone.	Remarks		
South Atlantic do Patagonia South Atlantic do do Faik Islands South Atlantic do Pacific Ocean South Atlantic	June 21 Ang. 4 Nov. 12 Oct. 14 Nov. 21	Mar. 17, 1739 Mar. 7, 1839 Apr. 21, 1839 Apr. 7, 1839 Apr. 7, 1839 Ang. 29, 1838 June 1, 1838 Dec. 29, 1838 Apr. 9, 1839 Mar. 28, 1839 Apr. 4, 1840 Apr. 4, 1840 Apr. 4, 1840 Apr. 4, 1840 Apr. 4, 1840 Feb. 28, 1836	130 130 120 120 1,000 500	1, 20 1, 60 2, 00 1, 50 1, 60 2, 30 2, 10 1, 65 1, 58 1, 58	(Crew mutinied.
Pategonia Falk, Islands Falk, Islands South Atlantic	Dec. 27 June –	Mar. 8, 183 Apr. 21, 183	9 25	Ful 3, 6 1, 6 1, 4	11. 100 150	Bought from Boston, 1896. Lost third mate and boat's crew by a whale, 1838. Belonged to Norwich; lost on Crozettes, with her tender, (Colossus,) 1837 or 1838.
Sorth Atlantion do	July 1 July 2 July 2 July 1 May 2 Aug. 1 Aug. 1 July 5 Jul	Muy 7, 18 0 May 10, 18 10 May 10, 18 11 May 10, 18 12 May 7, 18 18 May 7, 18 18 May 7, 18 18 May 7, 18 18 May 26, 18 19 Apr. 27, 16 19 Apr. 24, 18 21 May 8, 18 22 May 8, 18 23 May 20, 18 24 May 8, 18 25 May 20, 18 26 May 20, 18 27 Apr. 24, 18 28 May 20, 18 29 Apr. 27, 18 20 May 20, 18 21 Apr. 27, 18 22 May 20, 18 23 May 20, 18 24 May 20, 18 25 May 20, 18 26 May 20, 18 27 Apr. 27, 18 28 May 20, 18 29 May 20, 18 21 May 20, 18 21 May 20, 18 22 May 20, 18 23 May 20, 18 24 May 20, 18 27 May 20, 19 28 May 20, 19 29 May 20, 19 20 May 20, 19 21 May 10, 19 22 May 10, 19 23 May 10, 19 24 May 10, 19	38 38 38 39 39 39 39 39 39 39 39 39 39 39 39 39	36 60 30 1, 1, 90 1, 90 1, 80 1, 180 1, 180 1, 180 1, 180 1, 180 1, 180 1, 180 1, 180 1, 180 1, 180 1, 180 1, 180 180 180 180 180 180 180 180	370 570 740 620 756 100 800 980 100 450 300 620 000 750 300 100 500 100 620 000 750 100 500 100 450	Captain Harlow was killed by a whale, November 6, 1838. Captain Payne was killed by a whale, January 2, 1838.
South Atlantic	June July tic June	- Apr, 1 May 21, 1 - Apr. 24, 1	1838 1838	140	1, 600 1, 650 100 1, 700	Hailed from Greenport; probably owned in Southold.
Pacific Ocea do South Atlan	l Dec.	5		, 240 50	1, 150	Sold to New Bedford, 1841. Lost on Montauk Point, April 17, 1841.

Table showing returns of whaling-ressels

New York, N. F. Schoone Schuate Schoone Schuate Schoone Schoon	Name of vessel.	Class.	Lonnage.	Captain.	Managing owner of agent.
Champion Bark 200			.Fa		
Dark Solition Bark Solition Bark Solition Bark Solition Bark Bariard Gideon Davis	1837.				
Margaret	Westport, Mass.		000		Andrew Hicks
Dorchester, Mass. Dorchester, Mass. Dorchester, Mass. Dorchester, Mass. Ship. 942 Sell Cunninghum C. O. Whitmore & Co.		Brig	165 -	Sowle Davis	Gideon Davis
Dorchester, Mass. Ship 945	Boston, Mass.	Brig	195 -	Dwight	S. J. Bridge
Herald Ship 942				nlda	Josiah Stickney
Alexander Mansfield	Herald Lewis	Ship Bark		Reynolds Cupningham	C. O. Whitmere & Co
America	$Hudson, N, \Gamma.$	Gl. In	306	Douglass	Barnard Curtis & Co
New York, N. Y. Schoone Hallett Thaine					do
	Helvetia	. do		Cottle	Robert A. Barnard
Continue		Schoon	21		A Bounded
Atlantic	Scituate	do Bark	. 291	Thaine	R. A. Barnard
Atlantic	Bridgeport, Conn.		201	Dont	Samuel F. Hurd
Tuscarora	Hamilton	****	359	Rose	do
Tuscarora East Haddam, Conn. Ship 148				Dormison	***************************************
Ship 148		Ship	379	Deminon	
Newark, N. J. Ship 366 Uriah Russell J. H. Stephens Newburgh, N. Y.		01.1	140	Bradford	
Ship 366 Uriah Russell J. H. Stephology		Ship .	148	manora	
Newburgh, N. Y.		GIV-	200	Uriah Russell	J. H. Stephens
Pottland	-	saip.	300	CIMII MANAGEMENT	
Popular Plymouth, Mass. Bark 27c		Chin	999	Cook	Charles Ludlow
Fortune		dup.			
Mary and Martha Portsmouth, N. H. Ann Parry Ship 348 — Swain James Kennard **Poughkeepsic, N. Y. Bark 292 — Hown ad David S. Shearman **Wilmington, Del. Ship 322 — Ayrea William Wheeler Lucy Anno do 309 John J. Parker — do **Provincetown, Mass. Brig 172 — Smalley James Smalley Louisa Schooner — Tillson James Smalley	- 0	Bark			Isaac L. Hedge
Ann Parry Ship 348 — Swain James Robbins Shines Robbins Swain James Robbins Shines Robbins Swain James Robbins Shines Robbins Swain James Robbins Robbins Swain James Robbins Robbins Swain James Robbins Robb	James Munroe	Brig	115	Chase	James Bartlett, jr
Ann Parry Snip 352 Bark 2992 Hown ad David S. Shearman Wilmington, Del. Ship 398 Ayrea William Wheeler Lucy Anno do 308 Jarker do Provincetown, Mass. Brig 172 Smalley James Smalley Louisa Schooner Tillson James Smalley	Portsmouth, N. H.	G1.1	246	Swain.	James Kennard
Vermont Bark 992 How and David states Wilmington, Del. Ship 32F Ayrea William Wheeler Lucy Anbo do 309 John J. Parker do do Provincetown, Mass. Brig 172 — Smalley James Smalley Louisa Schooner — Tillson James Smalley		Ship	348	D. Mainte	
Vermont		n-al-	00	How d	David S. Shearman
Ceres	4 ctmont	Bark	20	2.000	
Provincetown, Mass. Imagene Brig 172 — Smalley James Smalley Louisa Schooner 1838.	Cores	Ship			William Wheelerdo
Imogene Brig 172 — Smalley James Smalley Louisa Schooner Tillson.					
	Tmogene	Brig			James Smalley
	1838.				
New Bedford, Mass. Ann Alexander Ship 253 — Dorniu George Howland. Annethyst do 359 Reynard John A. Parker &	New Bedford, Mass.				a

ving returns of whaling-resselv

	Managing owner of agent.
	Andrew Hicks Abner B. Gifford
	Gideou Davis
	S. J. Bridge
da ghum	Josiah Stickney C. O. Whitmore & Co
13	Barnard Curtis & CodoRobert A. Barnard
t 1 y	R. A. Barnard Pell, Zabieskie & Pell
y	Samuel F. Hurddodo
ison	
ord	J. H. Stephens
	Charles Ludlow
lwin Mu	Isaac L. Hedge Northam & Fearing James Bartlett, jr
in	James Kennard
vd	David S. Shearman
res rker	William Wheelerdo
alley lson	James Smalley
rnin ynard	George Howland John A. Parker & Son

	1)	Resuit	of vo	yage.		
Whaling-ground.	Spermoul.	Whale-oil.	Whalebone.	Remarks.		
Atlantic do	Sept. 20 May 13 Apr. 21	Apr. 6, 1839 July 21, 1838 Apr. 26, 1838	Bbln. 335 254 553	Bbls.		
N. & S. Atlantic	Sept. 20					Dropped out of the lists in November, 1840, with no report from her from date of sailing.
Pacific Ocean . South Seas	Nov. 5 July 27	May 20, 1844 Sept. 5, 1839	1, 100	1,60	0	Sold to Stonington, 1841.
South Atlantic Indian Ocean . Pacific Ocean .	June 25 Aug. 14 Oct. 19	May 2, 183	1	0 3 30	00	Sailed in 1839, and was condemned at Tabiti 1840; oil (1,660 sperm) shipped heme.
Falk, Islands . Atlantic	Nov. 2	Sept. 26, 183 June 11, 184	el 32	15	00	Sold, 1838.
South Atlantic	July - July June -	Apr. 10, 185 May 1, 185 June 21, 185	19 38 38	1, 1, 3	900	. Sold the whale-oil on the voyage.
South Atlanti	e Sept.	9 Apr. 23, 18	30 1	20 1,	281	Bought from New London, 1837.
Atlantie	. Aug.	July 5, 18	38	110		
S. A. and P. O	. May	20 Apr. 9, 18	39	300 1,	900	•••
Indian Ocean	. June	10 Apr. 10, 1	839	230 2	160 20,	000 Sold to Sag Harber, 1839.
South Atlant Atlantio South Atlant		30 Oct. 31, 1 Nov. 1, 1 Dec. 3, 1	839 839 840	55	, 300	
Indian Ocean	Jau.	6 Apr. 9, 1	1839	500 1	, 250	
	July	20 Oct. 2,	1838	200	2, 600	
Pacific Ocea South Atlan	n Dec July	10 Mar. 18, Apr. 24,	1841 1839	100 . 100	2, 400 24	6,000
Atlanticdo		Mar. 10	1837 1837	450 100		
Pacific Oce Indian Oce	an . Au	g. 92 Ang. 21 r. 23 Mar. 3	1841 1840	1, 900 18	2, 734	

Table showing returns of whaling-remels

Name of vessel.	Class.	6	Captain.	Managing owner of agent.
		Tonk		
1838.				
New Bedford, MassContinued.				
exander	Ship	421	Charles Stetson	John A. Parker & Son.
	do	344	Lawrence	W. R. Rodman John A. Parker & Son .
	do	418	John Cole	I. Howland, jr. & Co
nerica	Brig	81	Landry	
(ate didon relay	Ship	426	Tower	Mr. R. Rotch & Co
relav	do	981	Swain Delano	Alexander Gibbs
	do	310	Edward Gardner	George Howland
	do	382	Leary	Jirch Perry
mton om. Decatur	do	247	Elihu Wood	
ourier	do	381	Harding	Randall & Haskell
MFICE	Bark	237	Benjamin Clark	C. W. Morgan
	Ship	370	Potter	William H. Stower
	do	252	George Tobey	A lexabuer tribbs
	do		Brown	
	Bark	261	Cook	
naries Frederick nerekee harleston Packet			Daggett	. Crane & French
	Bork	. 216	Netchen	L. Kollock
		. 103	Howland	A Discol Olibba & Co.
		. 291	Abm. Russell	Briggs & Bartlett David Coffin E. Dunbar & Co
			mith	David Coffin
			Edward Maxfield	E. Dunbar & Co
loridaleorge Howland			Weeks	I Charge Howland
		379	- Baker	
			Willcox	Jas. D. Thompson
		. 234		T. & A. R. Nye
		380	Thomas A. Norton	. Charles W. Morgan
feralt, 2d Iector Libernia	. ldo			. I Alfred Gibbs & Co
Intress	do		Hull	or do B Duscoll
		308	Tou Shoukley	Alexander Gibbs
I OUNDE	0 - 1 17(81 16 : 0			A. H. Seabury & Bro
Juno	Shin		R. N. Swift	T. & A. R. NVO
		30		I. Howland, Jr., & Co
		30		I A II Howland
		28		
Lucas			C Manter	} L. H. Bartlett
Laurel	Schoon			• • • • • • • • • • • • • • • • • • • •
Maria (Thomasa	Ship		Turner	T. & A. R. Nye
		20		C. W. Morgan I. Howland, jr., & Co Andrew Robeson
Maria Mary Milo		39		Andrew Robeson
		1	D 11 D	C. W. Morgan
Magnolia	. ob		David Barnard Joseph Spooner	Gideon Allen
			Joseph Spooner	Jirch Perry
Nautilus	Ship Bark.		83 Hathaway	L Lunich Burgean
Newton Parachute	Ship .	3	Bastham	A. H. Seabury & Br
Parachute. Persia . Roman 2d . Robert Edwards . Sally Anne .	Bark	2	40 Norton	Abm. Barker
Roman 2d	Ship .		50 — Bartlett 56 — Howland	J. & J. Howland
Robert Edwards	do .		12 Robert E. Berden .	D R Greene & Co.
Sally Anne	Bark	9	all Adaria	Crane & French
Camb Louisa	Prig.	1	44 Ray G. Sar ford	William R. Rodmai
Tuscaloosa	Ship	2	84 William Hussey	Howland & Hussey
en	do	3	00 Avery F. Parker John H. Ricketson	J. A. Parker & Co
Triton		4	49 John H. Ricketson	J. A. Parker & Co. D. R. Greene & Co.
Tridont				
Trident	do		88 I. C. Howland	
Trident Two Brothers Tobacco Plant Virginia	do	5	888 I. C. Howland 871 —— Swain 46 —— Luce	W. R. Rodman

wing returns of whaling-vennels

Managing owner of agent. John A. Parker & Son. n ng ett...en Alexander Gibbs . . J. A. Parker & Son. J. A. Parker & Son
Crane & French
L. Kollock
Jonn. Mosher
Alhied Gibbs & Co.
Briggs & Bartlett
David Collin
E. Dinbbar Co.
George Howard
H. H. Bartlett rfield ...] I. H. Bartlett..... C. W. Morgan
Gideon Allen
Jirch Perry
Isaiah Burgess
A. H. Seabury & Bro
Lawrence Grinnell
Abm. Barker
J. & J. Howland
D. R. Greene & Co
Crane & French
William R. Rodman
Howland & Hussey I. Howland, jr., & Co... J. A. Parker & Co... D. R. Greene & Co... W. R. Rodman William H. Stowell I. Howland, jr., & Co... do... Parker....ticketson...and....ain....ee...wain.....

	1)	ate-	Result	of vo	yage.	
Whaling-ground.	Sperm-oil.	Whale-oil.	Whatchone.	Remarks.		
acific Ocean	Dec. 30	June 11, 1842	Bb'a.		Lbs.	Mate killed by natives at the Marquesas Islands.
do	June 96 Feb. 9 July 9 Dec. — Dec. 19 Apr. 29 June 19	Jan. 6, 1842 Oct. 3, 1839 May 27, 1846 July —, 1840 Apr. 1, 1841 Apr. 24, 1846 June 28, 1839	39: 16: 18:	4, 200 3, 671 210 3, 450 1, 931 0, 84	D	Arrived at Bremen.
Pacific Oceando	Apr. 24 Nov. 92 May 25 June 8	Apr. 22, 184: Aug. 26, 184: July 18, 184:	3 2, 28 3 2, 63 2 2, 28	4 4	0	Condemned at Bermudas, January 4, 1c40. Had 500 whale.
New Zealand . South Atlantic Indian Ocean . Pacific Ocean .	Nov. 15 Oct. 9	Aug. 12, 184 May 2, 184 June 1, 184	1 1, 20 0 75 0 31	0 1,0	12	Condemned at Islo of France, April, 1839.
New Zealand . South Atlantic S. A. and Ind . Atlantic . Pacific Ocean P. O. and N. Z. South Atlantic . do . Pacific Ocean	Nov. June 19 Apr. 20 Sept. Aug. 20 Aug. 2 July 2 Apr. 2	Oct. 14, 184 Mny 31, 183 July 9, 184 May 18, 183 June 19, 184 June 2, 184 Feb. 23, 184 Oct. 21, 184	0 50 9 21 0 50 0 50 0 4 4 4 10 2 10 7 10 5	1, 05 1, 05 2, 0 1, 7, 2, 0 1, 8, 2 1, 7, 39 1, 7, 39 1, 7, 39 1, 7, 39	30 01 95 	Voyage spoiled by mutiny of crew.
do S. A. and Ind. Indina Ocean Pacitic Ocean , do Iudian Ocean , do	Sept. I Nov. S May 9 June 3 Apr. Aug. June June Apr. Nov. May June May Juny S July S July July July July July July	8 May 15, 18 5 May 28, 18 90 Nov. 97, 18 70 Nov. 97, 18 70 Nov. 7, 18 71 Jane 10, 18 71 Jane 25, 18 71 Jane 25, 18 71 Jane 27, 11	10 2 40 1 1 1 1 1 1 1 1 1	2, 0, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1,	7	Sold 114 sperm at Hobart Town.
dodo Pacific Ocean	June n Dec.	3 Oct. 27, 1 24 Aug. 10, 1	1	693	318 89	First mate and boat's crew reported lost October, 1841.
do South Atlan Pacific Occa New Zealan do Pacific Occa Indum Occa Pacific Occa South Atlan do Atlantic Indian Occa Indian Indian Occa Indian	n . Nov. d . Dec. Nov. n . Sept n . July n . Aug tic . Oct. Aug	15 Sept. 8, 130 Dec. 12. 111 July 9, 124 Mar. 26, 13 6 May 6, 13 Aug. 9, 14 June 26,	840 842 241 840 842 1840 1840 1840 1840	86 1 688 2 586 2 593 278 3 663 292 1 600 396	, 324 , 033 , 285	Ordered away from Two People's Bay b
Pacific Ocea do S. A. and It Pacific Oce Chili Pacific Oce do	an . Sept Aug ad . Oct. ac . May an . May	8 Nov. 9, 16 May 6, 12 Nov. 5, 21 Mar. 31, 4 1 May 31,	1842 1 1840 1841 1 1840	1, 459 1, 590 600 1, 085 575 2, 156 1, 921	453 40 212 99 2, 090	

Table showing returns of whaling-ressels

salling

		1		
Name of vessel.	Clane.	Tounsipe.	Captain.	Managing owner or agont.
1838.				
New Bedford, Mass Continued.	1	-		
Window	Ship	263 344 C	Pease	8. Rodman, jr Juna. Bourne, jr
Fairhaven, Mass.				Alden D. Stoddard
Benezett Charles Brew Charles Brew Cadonas Eliza Adams Favorite George Hospet Herald Labella Joseph Maxwell Java Martha Martha Martha Martha Mare Marcha Mare Mare Mare Mare Mare Mare Mare Mar	Bark Sbip de de bark Sbip de	328-338-338-38-38-7-170-170-150-150-15-2-1-2-1-2-1-2-1-2-1-2-1-2-1-2-1-2-1-	Caldwell Smith Cuabman Suctson Bonney Maybew Holley Swift Chase Holley Swift Chase Holley Swift Chase Holley Swift Crawell John D. Tabor Kelley Mage Edwart Mo her Chase Perry Butter Webb Batter Dagget Charles Bates Smalley Cary. Dagget Rogers Southworth	E. Sawin do Jabes Delano, jr Lennuel Tripp Atkins Adams do E. Sawin Fish & Huttlestone I. Hitch Samnel Borden E. Sawin F. R. Whitwell Atkins Adams Nathan Church Atkins Adams E. Sawin L. Tripp As Swin L. Tripp As Swife E. Sawin do L. Tripp As Swife E. Sawin do G. Barstow & Son do Elijah Willis do Lijaratow & Son Jasenb Meliys
Le Barron. Mattapoisett. Orion Sarah Solon.	do do	.1 1711	Purrington Purrington Hammond	. G. Barstow & Bon
Nantucket, Mass.				
American Alpha Christopher Mitchell Clarkson Daniel Webster	do do Schoone	345 381 380 330	Joseph Congdon Charles A. Veeder Joseph C. Chase Joseph N. Plasket Tracy William Worth 2d	James Athearn Jared Coffin Timothy Hussey
Howard Iris Japan Janes Loper Joseph Starbuck Limi Mary Mitchell Napoleou	Ship	332 348 410 280 353	John Tobey Obed Catheart Sanford Wilbur Obed Luce, Jr Joseph McCleave William Plasket	James Athearn Levi Starbuck George Starbuck William B. Coffin Samuel B. Tuck George B. Upton
President	Ship	29:	Reuben Starbuck Meader	Joseph Staronex
Rambler Thule Young Hero	Ship do	. 22	James Coleman	S. B. Tuck
Edgartown, Mass. Champion		26	Merchant	Abm. Osborne
Mary	do	. 34	Fisher	Coffin & Darrow

in.

tes.....

alley

y ygett gera. ithworth rrington rrington mmond

ker.
ngdon
, Veeder
Chase
Plasket
av
Worth, 2d
eeks
ey
heart
Vilbur
ee, Ir
leCleave
Plasket
lilen, 2d
lelunan
starbuck
eader

icCleave.... oleman..... Alloy.....

awrence..... lerchant.....

Managing owner or agent.

Aiden D. Stoddard
E. Sawin
Jabes Delano, Jr
Lemel Tripp
Atkina Adams
E. Sawin
Filst de Hottlestone
I. Hitch
Hsamnel Horden
E. Sawin
F. H. Whitwell
Atkins Adams
Nathan Church
Atkins Adams
E. Sawin
E. Sawin
T. Tripp
Jr
Lemnel Tripp
Asa Swift
E. Sawin
do
Warron Delano

G. Barstow & Son.....

...dodo ...do
Matthew Crosby
Nathaniel Barney
Gorham Coffin
James Atheara
Jared Coffin

Timothy Hussey

James Athean Levi Starbuck. George Starbuck. William B. Coffin Samuel B. Tuck George B. Upton Gorham Coffin

Joseph Starbuck.....

Frederick C. Sanford S. B. Tuck Joseph Starbuck

Grafton Norton.....
Abm. Osborne

isher Coffin & Darrow

HISTORY OF THE AMERICAN WHALE FISHERY.

	Dat	40	Rosnit	of vo	Author	
	Of arrival.	Sperm-oil.	Whale-oil.	Whalebear.	Remarks.	
Atlantic New Zealand	Aug. 1 Dec. 15	June 20, 1≈39 July - 1, 1≈40	Bbls. 1380 457	Bbls.		Bought from Dartmouth, 1838.
S. A. and Ind Indian Ocean do	Mar. 3 July 9 July 96 June 8 Aug. 9 June 3	May 15, 1840 Feb. 24, 1840 Mar. 19, 1840 Oct. 12, 1840 Apr. 15, 1844 Mar. 16, 1841	1, 960	2, 21 2, 37		Sold to New Bedford, 1842.
ndo New Zealand Indian Ocean Ind. and P. O South Atlantic Pacific Ocean Indian Ocean	Oct. 23 Dec. 2 July 17 Nov. 25 July 19 Jan. 9 Bopt. 19	Jan. 93, 184; Aug. 7, 1846 Aug. 6, 1846 May 9, 184 Apr. 9, 184 June 14, 184	2,777 0 910 1 1,82 0 11 1 00 0 49	9, 96 8, 97 8 1, 36 1 1, 36	(6) (6) (6) (1) (1) (1) (1)	Bought from New Bedford, 1838.
Pacific Ocean Indian Ocean do do do do do do do la	May 81 June 25 July 25 Aug. 19 Feb. 3 Sept. 13 Aug. 4 Aug. 4 Aug. 28 July 26 Apr. 30	Sept. 19, 180	10 15 11 63 12 9, 30 10 35 10 1	5 1, 3 0 1, 5 9 1, 9 67 1, 4 16	30 55 82 15	Bought from Nantucket 1838. Tender to ship Arab.
Atlantio	July 3 June 20 Apr. 3 Oct. 9 Apr. Sept. 1 July 2	Oct. 23, 18 May 10, 18 Nov. 7, 18 June 4, 18 May 27, 18 May 16, 11	39 5	142 1, 131 146 120 120		Lost at Cocos Islands March, 1839.
Pacific Ocean	July June Apr. July	4 Oct. 21, 1 3 Dec. 9, 1 28 Apr. 5, 1 16 Apr. 17, 1	841 9, 841 9, 841 9, 841 1, 841 1,	714 5:0 832		Built at Mattapoisett 1838. Lost in the Indian Ocean February 8, 1839.
Indian Ocean Pacific Ocea Shoals Pacific Oceadodododo	June June Nov. Aug. Aug. Sept.	10 Dec. 12, 26 May 11, 15 Apr. 3, 29 Feb. 7,	1841 9 1842 1 1842 3 1842 1	660 370 676	96 512	Made three trips; took one small whale. Built 1837, at Rochester. Built 1838, at Nantucket. David O. Bearse, 2d mate, died Sept. 13, 1841, Built 1838, at Rochester.
Atlantic Pacific Occi	an Nov.	18 Apr. 2, Nov. 14, July 18,	1842	1, 387 Rean 1, 840 1, 54c 1, 526		Made several voyages; took 60 bbls. hump- back.
New Zeala	and May	19 Dec. 29 e 27 Oct. 21	, 1841	3, 100		Bullt 1838, at Rochester. Sent home 907 sperm; lost at Talcal.uand August 19, 1841.

Table showing returns of whaling-ress ?s

Name of vessel.	Class.	Топпаде.	Captain.	Managing owner or agent.
1838.				
Stonington, Conn. George Mercury Thomas Williams	Ship do do	251 305 340	Brewster	Charles P. Williams C. T. Stanton C. P. Williams
Wareham, Mass. Pleiades	Bark	261	Allen	M. S. F. Tobey
Holmes's Hole, Mass. Pocahontas William and Joseph	Ship Brig	341	Dillingham	Thomas Bradley
Provincetown, Mass. Imagene	Brig		Smalley	James Smalley
Fall River, Mass. Ann Maria	Brig	196 103	Snell	J. S. Barnard
William	do	107	Cudworth	J. S. Barnard
Lynn, Mass.			m12.12	Andrew Breed
Com. Preble Louisa	Ship	323 383	Eldridge Wooley	Hezekiah Chase & Co.
Ninus	do	260	Ludlow	Isaiah Breed
Falmouth, Mass. Brunette	Bark Brig Bark	200 180 200	Pool	Elijah Swift
New London, Conn. Armata Bingham Com. Perry Columbia Candace Cuelsea Electra Georgia Gen. Williams Hand Indian Chief John and Elizabeth John and Edward	do do Schoone Ship do	414 375 276- 492 316 396 347 343 446 401 296 316 317 347	Peabody Burnum Hobron Smith Reed. Smith Lax Hall Holdridge Randall Skinnet Haley Bailey Me Lean	Benjamin Brown C. Chew & Co. Havens & Smith do William Williams, jr. Thomas W. Williams Williams & Barns Havens & Smith Frink, Chew & Co. Havens & Smith N. & W. W. Billings
Julius Cæsar McDonough Pheuix Superior Sag Harbor, N. Y.		1 125	Lawton	
Ann American Acasta Camillus Concordia Columbian Caimus France Fanny Gem Henry Hamibal Hamilton Marcus Momouth		286 347 267 287 307 411 393 320	Rogers Woodward Pierson Babeock Howelt Payne Ludlow Sweeney Bennett Jones Glover	S. & B. Huntting & Co. Mulford & Sleight Charles T. Dering Thomas Brown Luther D. Cook Mulford & Sleight N. & G. Howell do Huntting Cooper S. L. Hommedien S. & B. Huntting & Co. C. T. Dering

wiling from American ports-Continued.

e showing returns of whaling-vess is

ptain.	Managing owner or agent.
ewster hith	Charles P. Williams C. T. Stanton C. P. Williams
llen	M. S. F. Tobey
llingham eveland	Thomas Bradley
nalley	James Smalley
nell	
adworth	
ldridge ooley	Andrew Breed Hezekiah Chase & Co .
udlow	Isaish Breed
ool Thitehouse Tekerson	Elijah Swift
eabody	do
Ioldridge Andall Skinner Ialsey Bailey Mc Lean Lawton	Williams & Barns Havens & Smith Frink, Chew & Co Havens & Smith N. & W. W. Billings do Benjamin Brown
Bishop Jennings Smith Rogers Woodward Pierson Babeeck Howell Payne Ludlow Sweeney Bennett Jones Glover Smith	Luther D. Cook Mulford & Sleight N. & G. Howell do Huntting Cooper S. L. Hommedien S. & B. Huntting & Co

	D	ate-	Result	of vo	yage.		
Whaling- ground,	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalelone.		Remark 3.
Pacific OceandodoSouth Atlantic	Oct. 24 Nov. 1 May 19	Feb. 28, 1841 Sept. 6, 1840 June 27, 1840	900	Rbls. 1, 20 2, 00 2, 45			ld 6:0 whale at Pernambuec.
South Atlantic	Oct. 2	June 18, 184	303	1, 49	2:	:	
Indian Oc ean Atlantic		Sept. 22, 183	8 6	0			
Bay of Mexico	Jan. 1	July 24, 183	8 40	0 2	00		
South Atlantic	Mar. 2	3 Aug. 30, 18	38	50	- 1	s	ailed again October 30, 1838; arrived August 19, 1859.
do	June x	Dec. 20, 20				1	
Indian Ocean		11					Condomned at Mauritius December, 1839; had 1,100 whale.
do	July	14 Aug. 7, 16	340	1,	65(10.	000	
Δtlanti do do	June	12 Dec. 11, 1 20 Mar. 6, 1	810				
South Atlan do do do do	June July	18 May 13, 25 May 1, 25 Feb. 14,	939 839 839	80 1 470 3 300 1	, 900		Sold to Mystic.
do	June	3 26 Oct. 10,	1840	100 1	000		Had schooner Amazon for tender; crev
do	Oct.	an Oat 14	1840	400	2. 300		mutinled. Had Brig Magellan, Lax, for tender.
Falk, Island Indian Ocea	n July	28 May 23,	1841	150	300	7, 000	
South Atlan	atio. July	8 May 14,	1540 1	650 100	2, 300		Sold to New Bedford. Probably arrived in June or July, full.
Indian Ocea Pacitic Oce South Atla	n. Au	7. 14 7. 1 Feb July -		900	600 2, 880		
South Atla do do do do do do do do do	Au Ju Ju Ju	y 11 May 9 July 10 Aug 31 y 11 Oct. — ne 14 May 11 ly 16 Aug 1 ly 16 Aug 1 ly — May 12 ly	1840 1840 , 1839 , 1840 , 1839 , 1839 , 1841		1, 600 1, 800 300 500 3, 300	26, 73	

Table showing returns of whaling-ressels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1838.				
Sag Harbor, N. Y.—Continued.				CI MM 275 1 4 CI
NimrodOntario		286 - 368 - 314 -	Parker Green Topping	C. T. Dering & Co S. & B. Huntting & Co. L. D. Cook
PanamaThorn	do	464 299	Thomas E. Crowell Tuttle	N. & G. Howell Mulford & Sleight
Washington	do	340 - 384 -	Sayer	Josiah Douglass Mulford & Sleight
Westport, Mass.				Tale Danie
Dr. Franklin Elizabeth Juno Mexico President	Bark Brig do do Bark	171 107 165 130 187	Francis Sowle Sowle Macomber Sowle	Abner B. Cottin Abner B. Gifford
Mystic, Conn.		1		
Aeronaut	Ship	265 29e	— Mallory — Holmes	J. & W. P. Randad
Meteor	. DIII	99	Lester Bailey McKinstry	
Bridgeport, Conn.		1 1		
Hamilton	Sbip Bark	. 359	Brown	Samuel F. Hurddo
East Haddam, Conn. Bruce	Bark	14*	Bradford	
Dartmouth, Mass.	1			
Grand Turk		. 302	Dexter Bailey Swift	do
Wilmington, Del.				
North America	Ship	270	Simmons	William Wheeler
Greenport, N. Y.				
De'ta Roanoke Seraph Washington	Rrig	251 174	Case	Wiggins & Parsons Samuel Lamson
Hudson, N. Y.				
Edward Huron Martha	do	290	Barrett	Robert A. Barnard Alexander Jenkins
New York, N. Y.	1			
ElizabethShibboleth	Brig Bark	219	Nash	S. E. Burrowsdo
Providence, R. I.	Ship .	39	2 Pease	Amherst & Everett
	S. P.			
Eliza Emerald Mt. Wollaston	Bark Ship do	27	5Jewett	S. C. Phillips John B. Osgood

H AND FISHERIES.

showing returns of whaling-ressels

ain.	Managing owner or agent.
	.,
er on ping	
Crowell .	N. & G. Howell Mulford & Sleight
er	Josiah Douglass Mulford & Sleight
ncis le le comber	Cittleon Davis
llory	
ster ley Kinstry	C. Mallorydo
owndbee	Samuel F. Hurddo
adford	
xter iley ift	James Riderdo
mmons	William Wheeler
riffin 180 180 Vilbur	H. & N. Corwin
arrett -	Seth G. Macy
ash mith	S. E. Burrowsdo
ease	Amherst & Everett
Radcliffe . Dexter Lewett Coffin	James W. Cheever S. C. Phillips John B. Osgood

miling from	American	ports—Continued	
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	Da	ate-	Result	of vo	yage.	
Whaling- ground.	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	Romarks.
South Atlanticdo	July 11 July 25 June 12 Oct. 18 July 26 July 26	May 9, 1839 July 18, 1839 May 8, 1840 Apr. 11, 1841 Apr. 24, 1830 July 10, 1846	400	1, 400 2, 380 3, 30	Lbs.	Captain Topping left the ship and came home sick. Condomned at Bay of Islands, July, 1840; had 50 sperm, 1,600 whale.
Atlanticdo	Sept. 5 Aug. 28 Aug. 24 June Aug. 26	May 13, 183 May 27, 183 June 24, 183 June 12, 183	9 40 9 21 9 43 9 36	0	2	
South Seasdodo	July 11	Sept. 5, 18. Apr, 18. Apr. 8, 18	39	1, 3	00	Captain Stevens.
South Atlantic	o May I		39	1,3	350 860	•
Atlantic Indian Ocean Pacific Ocean South Seas	July Dec.	Dec. 10, 1 15 Apr. 15, 1	839 842 1,	130 2,	470 800 280	gale; sold to Fairblevell 1935.
South Atlant	ic June	1 Aug. 6, 1		2	, 400	Sailed for the Indian Ocean December 1839, and was lost at Geographé Ba July 6, 1840.
South Atlant	July	- May 4, Feb. 26,	1839 1839 1839		720 720 1, 000	
South Atlan do Indian Oce	Sept	10 Sopt. 1, 26 May 28, Apr. 23,	1840 1840 1839	200 150	1, 300 900 1, 150	Sold to Sag Harbor.
Falk, Island South Atlan	ls Feb Jan	Aug. 18			1, 450	Sold at Rio Janeiro.
Pacific Oce	an Jui	16 18 Mar 18	, 1841	1, 000	2, 500	••••
Indian Oce	Ma	v. 21 May 5 1v 24 Feb. 2 ne 2 Apr. 1 t. 26 Mar.	7, 1841 7, 1840 7, 1840 9, 1842	250 600	1, 300 1, 750 1, 100	Sold too sperin at 11 batt

Table showing returns of whaling-ressels

		,		
Name of vessel.	Class.	Tonnage.	Cuptain.	Managing owner or agent.
1838.				
Dod and Ma				1
Portland, Me.	Ship	388	Whippey	Caleb Adams
Science	Daily			
Wiscasset, Me.	m* /	200	S. B. Horton	John Brooks
Wiscasset	Ship	350	S. D. Horton	0000
Newport, R. I. Erle	Ship do do Brig Schooner	375 375 335	A. W. Dennis	Samuel Whitehorne John Stevens & Co Thomas Bush Samuel Barker N. S. Ruggles
Bristol, R I.				
America America Gov. Hopkins Troy	Bark Ship Brig do	iii	Sin.mons	William R Taylor Thomas Courch
Warren, R. I.				
Brilliant	Brig Ship Brig	. 355	Smith Littlefield Luther	N. M. Wheaton & Co J. & D. K. Luther
Franklin Galen Philip Tabb William Baker	Bark Ship do	365	Barton Borden Jenney Sanford	dodo
Poughkeepsie, N. Y.				David S. Shearman
Elbe Vermont	Ship	333	Charles Waterman	do
Plymouth, Mass.			70. 3.11	Northam & Fearing
James Muuroe	. Brig	- 11:	Randall	Northam & Foating
New Suffolk, N. Y. Noble	. Bark	27	Sayer	Ira B. Tuthill
Portsmouth, N. II.				
Ann Parry	Ship	34	Youngs	. James Kennard
1839.		1		
New Bedford, Mass. Abigail	Ship	31	James V. Cox	C. W. Morgan
Alexander Barclay Benjamin Tucker Braudt Brighton Cambria. Chili Coral Corinthian Coulor Copia. Coria Copia. Cora Delight Delight Draper	do do do do do do do do do Bark Brig do do	33 34 34 3 3 3 2 1	Worth Wezkiah Adams Hezekiah Adams Sherman Baran Baran Baran Baran Baran Baran Baran Paddock Herding John Worth Shearman Shearman Shearman Shearman Baran Bara	Charles R. Tucker N. Leonard & Co William T. Russell James Arnold N. Leonard & Co Gideon Allen George Howland C. W. Morgan Lemuel Kollock I. H. Bartlett Crane & French Jona Mosher

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howing returns of whaling-ressels

Managing owner or agent.
John Brooks
Samuel Whitehorne John Stevens & Co Thomas Bush Samuel Barker N. S. Ruggles
Robert Rogers
William R Taylor Thomas Courch
N. M. Wheaton & Co J. & D. K. Luther
Driscol & Childo
David S. Shearman
Northam & Fearing
Ira B. Tuthill
James Kennard
C. W. Morgan
J. A. Parker & Son. Charles R. Tucker N. Leonard & Co. William T. Russell James Arnold N. Leonard & Co. Gideon Allen George Howland C. W. Morgan Lemnel Kollock L. H. Bartlett Crane & French Jona Mosher Jon Dunbar & Co. T. & A. R. Nye. Riddell & Dix.

eniling from .	American	ports-Continued.
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	D	ate-	Reaul	t of vo	yage.	
Whaling-ground.	Sperm-oil.	Whale-oil.	Whalebone.	Remarks.		
Pacific Ocean	Sept. 8	June 4, 1841	Bbls. 300	Bb le. 2, 800	Lbs.	
Pacific Ocean	Jan. 27	July 22, 1841	900	1,200		Sold 600 whale at Bahia; sold to Sag Harbor.
South Atlantic Pacific Ocean	May 20 June 13 July 21	Oct. 17, 1840 Jap. 4, 1840	1, 600 2, 400	1		Lost at Chatham Island, 1841; oil saved, (1,100 whale.)
North Atlautic		July 10, 1840		18		Lost October 11, 1838, on Cape Saint Roque.
South Atlantic Indian Ocean	Aug, 26 Jan. — July 14 Apr. 6	July 1, 183	1,30	0		
New Zealand	Oct. 16					Lost in Poverty Bay, New Zealand. Sailed first, March 10; struck by lightning;
Atlantio	Dec. 6	Oct. 12, 184	0 18		-	returned the second time in July, damaged in a gale.
Indian Ocean Pacific Ocean do South Atlanti	Oot. July 1	5 June 24, 184 0 Apr. 14, 184	0 73 2 1,70 0 2 3 1	50 25 00 2, 45 80 63	50	-
South Atlanti	June Dec.	May 20, 18- Oct. 12, 18	10 8	50 1, 8: 50 2, 10	50	
Atlantic	Dec.	2 Dec. 29, 18	39 3			
South Atlant	le.	May 9, 18	39	195 4	50	
Indian Ocean	Aug.	3 June 1, 18	42	472 2, 0	030 15, 0	000
Pacific Ocean				640		Returned July 6, 1839, leaky, having landed 60 sperm at Western Islands. Sailed again July 28. Unloaded at Bremen.
New Zealand Pacific Oceadodo Indian Ocean New Zealand	n Nov. Dec. May d May	16 Sept. —, 1 20 Feb. 12, 1 18 Nov. 24, 1 4 Oct. 1, 1	843 2, 841 1. 842 2, 843 2.	500 260 1 ,	500 35 110 144	eno
Pacific Ocea do do Indian Ocea New Zealan do	June Aug July d. Oct. May	15 Sept. 11, 1 11 Aug. 7, 1 11 June 27, 1 9 July 17, 1 10 May 12, 1	842 3, 843 2, 841 840	910 1, 500 351 1,	514	Returned in consequence of a mutiny.
Atlantic do Indiau Ocea Pacific Oceado	July June n Aug	12 May 26, 3 13 Jan. 23, 7 May —	1840 1842 1843	800	8 304 400 2,	400

Table showing returns of whaling-vessels

	1	1		
Name of vessel.	Class.	T nnoge.	Captain.	Managing owner or agent.
1839.				
New Bedford, Mass.—Continued. Emma. Equator Frs. Henrictta Frances Frances Franklin Golconda. George Porter Good Return Gen. Pike Golconda, 2d Hope, 2d Hope, 2d Hereules. Hydaspe Huntress Honqua Iris Isaac Howland John Adams Janes Jan	do d	34e 34e	I. H. Ricketson.	Willom T. Russell. E. Dunbar & Co. iireh Perry Randall & Haskell. Alfred Gibbs & Co. Alexander Gibbs. Edward C. Jones I. Howland, jr., & Co. Hathaway & Luce. George Howland. J. & J. Howland. Jirch Perry. T. & A. R. Nye. Alexander Gibbs. A. H. Seal ury & Bro. I. Hartlett. J. R. Thornton I. Hartlett. J. R. Thornton I. Hawland, jr., & Co. William Giff red Randall & Haskell Henry Taber & Co. Charles R Tucker Walter Spooner. T. & A. R. Nye. Gideon Allen J. A. Parker Andrew Robeson
Pioneer Phocion Roman Rajah Roscoe Stephania Selma St. George St. Peter Timoleon William and Eliza William Thompson William Botch Wilsow Zoronster Zephyt Fairhaven, Mass. Ansell Gibbs Anazon Bruco	Bar Ship da Bar Ship Ship Ship Ship Ship Ship Ship Ship	k p lo lo lo lo do do do do da da da da da	231	Edward C. Jones Isainh Burgeese Jons, Burne, ir. Richard A. Palmer A. H. Seabury & Bro Goorgo O. Grocker & C. Bryant & Perry J. Dunbar & Co. James Arnold Jirel: Perry John Coggeshall S. Redman, jr A. H. Seabury Glibbs & Jenney Nathan Church

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owing returns of whaling-vessels

n.	Managing owner or agent.
Raymard. bristian 301'e and wland, 2d. r e b h maon s staon naway t t staon naway t t titical cer er ford ser erance ith ndrick cer erance ith lowland ry t th nachester naford llius herman	William H. Stowell William T. Russell. E. Dumbar & Co. Jirch Perry Randall & Haskell Alfred Gibbs & Co. Alexander Gibbs. E. Golden G. Jones I. Hawland, F. & Co. Hathaway & Luce George Howland J. & J. Howland J. R. Howland J. R. Howland J. R. Dondon I. Howland J. H. Bartlet House House House House Gibbs J. R. Thornton L. Howland, F. & Co. William G. Haskell Heury Taber & Co. Charles R. Tucker Walter Spaoner T. & A. R. Nyo. Gideon Allen J. A. Parker
mith	Edward C. Jones. Isaiah Burgess. Jons. Bourne, fr. Richard A. Palmer. A. H. Seabury & Bro Georgo O. Grocker & Co er Brvant & Perry J. Dunbar & Co James Arnold Jirch Perry John Coggeshall S. Rodman, jr. A. H. Seabury. Alexander Gibbs.
West Smith Reynolds Fish	Gibbs & Jenney Nathan Church M.O. Bradford Gibbs & Jenney

	Da	te-	Ros ·1t	of vo	yage.	
Whaling- ground.	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	Remarks.
Atlantio Pacific Ocean do do New Zealand Pacific Ocean do do New Zealand do	Nov. 2 Aug. 4 Dec. 22 July 9 Apr. 16 Dec. 25 Dec. 26 Nov. 8 May 30 May 4 July 11 Aug. 14 Mar. 24 Oct. 25 July 8 Aug. 15 May 30 Sept. 28 May 31 Oct. 31 June 2 May 15 June 17 June 22 May 15 June 21 Sept. 17 Dec. 24 Oct. — July 10 Dec. 11 Sept. 21 Dec. 18 Oxy. 30 Apr. 30 A	Apr. 5, 184 Sept. 10, 184 May 23, 184 Mar. 26, 184 May 5, 184 Oct. 19, 184 May 14, 184 May 28, 189 May 29, 18- May 31, 18-	55. 188 800 911 800 911 800 1 555 68 1 598 1 633 2 76 1 333 1 1 22 1 333 1 1 22 1 411 1 2 2 2 2 1 111 1 3 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	10 1, 800	0 11, 500 0	0 Captain, mate, and four men died on voyage.
Indian Ocean South Atlant and Ind. Pacitic Ocean New Zeuland Indian Oceando New Zeuland Pacific Ocean Indian Ocean Indian Oceando	June 1. July June Sept. July 1 June Sept. July 1 June 1. May 1 Dec. 1 Oct. 2 June 1. June 1. Apr. 3 June 1. July 2 June 1. July 3 June 1. Oct. 2 June 1.	3 June 27, 18 2 Dec. 22, 18 8 May 25, 18 6 Mar. 28, 16 8 Oct. 9, 18 4 Apr. 19, 15 3 Mar. 31, 18 9 May 27, 16 7 July 29, 11 June 24, 11 11 Feb. 25, 13 Nov. 27, 1 4 May 5, 1 10 Oct. 28, 1	349 2, 1 342 341 2, 1 343 2, 1 343 2, 1 844 1 842 1, 1 844 1, 1 842 1, 1	295 1, 702 502 1, 426 916 1, 196 1, 322 341 1, 902	827 8, 0 672	Returned August 10, 1932, 1988y. Saired again September 8, Collins, master. Marshall B. Caldwell, third mate, died November, 1842. Shipped home about 2,300 whale.
Pacific Ocea Indian Ocea Atlantic New Zealan	n June	Sept. 10, 1 10 May 28, 1 7 Aug. 6, 1 7 June 9, 1	841	302	1, 876 16 2, 600	Bought from East Haddam, 1839.

Table showing returns of whaling-vessels

Comet	Name of vessel.	Class.	Tonnage.	Captain.	Ma	neging owner or agent.
Bark 957	1839.					
Stewart	Fairhaven, Mass.—Continued. raco iendship en. Scott	Ship do	366 333 337 314	Taber Fosdick Smith	Gibl L. C Nat Jab	ns & Jenuey Tripp han Charch
Plane	A	do do Bark	943 935 986 315	Moses Howland Taber Edward P. Mosh	Gib Atl E. S	bs & Jenney
Shylock	Rochester, Mass. Chase Lagrange Mattspoisett Orlon Pearl Richard Henry.	Brigdodododo	153 176 156 96	Riddell. Southwo Snow. Purringt Ellia	rth Jo Eli Jon G.	jah Willis
Atlantic	Shyloek Sarah Solon Two Sistors Volunt Willis	Ship Brig do do Bark	17 19 15 15		nd J.	oble E. Batesdo
Second	Atlantic	do .	4	10 John J. Gardn	y G	ohn H. Shaw riffin Barney hris. Wyer
Montano	Comet	Sch of Shipdododo		William B. Ga Obed Ramsde John Pitman Lawren	nce	hilip H. Folger
Mount Vernon	Menry Clay	Ship do do		365 Reuben Chas 369 Thomas Coffi	n, 2d	Daniel Jones
Plonghboy	Mount Vernon	do		351 Isaac Garane	F	P. H. Fulger Vol Hussey & Bro
Richard Mitchell	Primrose	Sehi	Tego	on Corr		David Joy
Spartan do .333 David U. Conne do do de de	Sarah		3	495 William Up	ham	George B. Eikins
Tyleston	Spartan	Sch	o o ooner	346 Barzillai T. Swain	Folger	David Thain
Telescopedo 70 — Manter Fred. A. Chase Zone Ship 365 Edwin Hiller James Athearn Zone Ship dole with a very light draught, propelled by steam		1 3		70 Mant	ter	Fred. A. Chase

^{*}The "camels" were practically a floating dock, with a very light draught, propelled by steam. They with water. The vessel to be transported over the "bar" was received within the suitably-formed together, the water pumped out, and the loaded ship carried into or out of the harbor, as was desired, the south beach of the harbor, until time and the elements left nothing to show that it had ever

owing returns of whaling-vessels

n.	Managing owner of agent.
ekrritt	At Bille 2 killer
hew	Jos. Meige Elijah Willis J. S. Bates G. Barstow & Son. S. C. Luce G. Barstow & Son Noble E. Bates do J. S. Bates
Hoegardnerarneywn	Daniel Jones. John H. Shaw Griffin Barney Chris, Wyer R. Mitchell & Sons C. G. & H. Coffin
man	Chris. Wyer Barker & Athearn Daniel Jones J. H. Shaw P. H. Folger Val. Hussey & Bro
n H. Gardn n Upham . U. Coffin ni T. Folger Swain	Daniel Jones Samuel B. Tuck David Thain
Manter	Fred. A. Chase

 sailing from American ports-Continued.

	1)	Date-			rage.	
Whaling-ground.	Sperm-oil.	Whale-oil.	Whalebone.	Remarks.		
Pacific Ocean Indian Ocean Pacific Ocean New Zenland do do Indian Ocean do New Zenland Pacific Ocean	Aug. 28 June 29 May 22 June 25 June 25 Sept. 17 Nov. 21 Nov. 16 July 31 Aug. 4 Dec. 13	June 12, 1843 Nov. 3, 1841 June 18, 1843 Feb. 14, 1841 July 2, 1841 Nov. 8, 1842 July 4, 1843 Mar. 23, 1841 Oct. 18, 1843	1, 000 519 910 93 811 1, 530 1, ≥50 290	2, 152 2, 4×3 1, 330		Sold to New Bedford, 1843. Bought from Newport. Condemned at Talcahuano May, 1841. Bought from Newburyport.
Atlantic	Aug. 21 June 30 July 14 June 23 July 4 Aug. 17 May 26 July 7 May 17 July 30 Oct. 18 June 16	July 13, 184 June 2, 184 Mar. 27, 184	0 300 0 130 0 300 0 300 0 500 0 500 122	36	0	Abandoned at sea, 1841. Lost at Porto Rico, March 23, 1 Captain Ellis was killed by a v.: alely 34, 1840. Lost at Feejee Islands, 1840. Bought from Boston 1839. Condemned at St. Helena February, 1841.
Pacific Ocean.	Dec. 10	Apr. 6, 184 Aug. 12, 184	1, 25 2, 00 3 81 65	8 31	2	Sold to Fairhaven, 1843 Captain Brown died in his boat, fast to a whale. Sold to New London.
Atlantic	May 2 July 2 Aug. 2 Dec. 1 July 2	7 Dec. 29, 18 7 Feb. 27, 18 0 July 7, 18	13 1, 18 12 2, 10 43 1, 20 39	16 16 16 16 2, 1	5 5 5	Sold to New Bedford. Reported late in 1839 with 200 sperm; condemned, 1840. Built 1839, at Rochester.
dodododoAtlantiePacific Ocean	Oct. 3 Aug. 1 June 9 Apr. 1	June 23, 18 0 	44 2, 8 43 7 40 2	47 7	00	Lost near Payta; had 1,200 sperm; saved 600 sperm, and sold it for \$3,900. Sold to New Bedford 1843. The first ship brought over the bar by the "camels." Bells were rung, guns fired, and a great concourse of citizens greeted
dododododododododododododo	Oet. Nov. May	May 11, 16 July 15, 18 17 Mar. 23, 18 10 May 29, 19 9 June 7, 18 6 Sept. 4, 1	843 2, 6 843 1, 9 843 2, 5 839	03	18	From there in 1843. Sold to New Bedford 1843. Tyleston builtat Nobleborough, Me. 1830 salled again July 24, 1839; arrived June 10, 1840, with 200 sperm.
		19 May 8, 1		1		arrived June 17, 1c40, with 90 whale.

were made in two sections, which opened and were sunk by means of chambers which were flooded space of this dock, and securely fastened to prevent any strain on her hull. The sections were brought the timbers of this structure that at one time promised so much for Nantacket lay for some years on existed.

Table showing returns of whaling-remain

Name of vessel.	Class.	Tourse.	Captain.	Managing owner or agent.
1839.	1			
Edgartown, Mass.	Ship	162 -	Sprague	Joseph Maybew . Abraham Osborne
	. do	362		Abraham Caboyac
thalia lmira. eorge and Mary plendid	. do	356	Cothu	do
Plymouth, Mass.	. 4* -	49.4.2	Russell	James Bartlett
riten	Ship	315	Territorit	
Vall River, Mass.			-	Nathan Durfee
	Ship		IV (b)(1	Lolm Eddy
tanges	Bark	180		do
anthous	Ship	. 253 -	Cummings	J. S. Barnard
Panama	lirig	107		
Salem. Mass.			*	S. C. Phillins
Satem, Mass. Malay Palestine	Bark	349 —	Barcard Crimbiah	Take D Orgood
	(lo		4.5	do
Reaper	Ship	372 -	Cartwright	
Warren, R. I.			Saunders	. Child & Mauran
Canova	Ship			Joseph Smith
	1 40	355 -	Champlin Downes	
Magnet Miles North America. Resulie	do	988 -	Downes	Driscoi & Child
North America	do	393 -	Eddy	S. P. Child
Resalie Triton Wm Baker	do	345 - 224 -	Bowen	
Bristol. R. L.	1		Heath	William H. D'Wolf
Corinthian	Ship do	111 -	Davis	W. R. Taylor
Troy	Brig	156	Lake	
N. an London, Conn.		368	Middleton	Thomas W. Williams Havens & Smith
Ann Maria	Ship . School		Middleton Beebe	
Boston	Ship .		Pendleton	A. W. Williams
Competient	do -	153	Holt	Williams & Barns
Com. Perry	Reig		Bailey	dodo
Ciematis	l., do .	396	Smith	N. & W. W. Billings .
Plora	1 . (10	338	Program	Benjamin Brown
Friends	do	343	Peabody	L. Allen
Georgia	do	336	Green	T. W. Williams
Jones	do	335	Chester	Decemb
Jason Julius Cæsar	ob	9.49		Benjamin Brown
Mentur	do	(2.1 P	Baker	T. W. Williams
Neptune	Scho	285 20per 96	Havens	
Pacific	Scho	342	Prentiss	E. M. Frink & Co
Taylorinm	do			
Stoningion			1	
Palladium Stonington			Swain	C. F. Williams

owing returns of whaling-resacls

ß.	Managing owner of agent.
	Joseph Mayhew Abraham Osborne do do do
11	James Bartlett Nathan Durfee John Eddy
nings	
ard blish n wright	John B. Osgooddo
aders inplin ince iv iv	Joseph Smith John R. Wheaton Driscol & Child
ith vis	William H. D'Wolf
ddleton ebe	Thomas W. Williams Havens & Smith
ndleton	2 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
olt	Benjamia Brown T. W. Williams L. Allen T. W. Williams E. M. Frink & Co
kerichardsreetireetirentissice	T. W. Williams do Havens & Smith E. M. Frink & Co. Williams & Barns
wain	C. F. Williams

	Da	ite-	itemuit	of voy	nge.	
Whaling- ground.	Of arrival.	Spermodil.	Whale-uil.	Whalelone.	Remarks.	
Atlantic Paritle Ocean do	May 8 Nov. 9 Aug. 31 Dec. 24	Mar. 11, 1940 Jan. 1, 1843 Apr. –, 1843 July 24, 1843	Bbbs, 450 2, 200 1, 200 2, 300		Lbs	Sold to New London.
Pacific Ocean .	Aug. 27	Nov. 19, 1849	2, 100			
New Zealand . Pacific Ocean do South Atlantic Atlantic	June 5 Nov. 9 Aug. 7 Dec. 19 Jan. 28	Sept. 11, 1843 July 12, 1842 Sept. 11, 1841	340 1, 450 450	1, 560 1, 100 100		Burned at Taicahuano April, 1840. Bought from Nantucket. Sold 150 sperm; condemned at St. Thomas Japuary 15, 1840.
Indian Ocean do	July 3 May 18 Aug. 17 May 4 Nov. 28	Jan. 20, 1843 Oct. 16, 1843 Sept. 13, 1843 Dec. 17, 1843	1,700			Captain and first mate (George Collin) died 1841; wrecked after this voyage; built 1835. Lost on New Holland July 8, 1840. Foundered at sea after this veyage; bound to Mobile.
New Zealand . Pacific Ocean . Indian Ocean . South Atlautic Pacific Ocean do South Atlantic	June 1 July 22 Sept. 6 Nov. 5	Nov. 2, 184	70 1 30 1 2	0 30 0 1,70 0 2,00	0	Condemned at Rio September, 1841; had 2,530 whale. Returned in December, damaged by a gale. Condemned at Mozambique September, 1841. Lost several of the crew by scurvy.
Indian Ocean	Sept. 22 Aug. 20	May 13, 194 Sept. 1, 189	3 30	,O	00 22, 000	
South Atlantic Indian Ocean	May 2 Oct. 3	Mar. 5, 188	11		00	Captain Beebe and boat's crew lost at the Aucklands 1840; tender to the Chelsea; no report of return.
New Zoalanddo South Atlant Patagonia South Pacific	June 1 June 2 Apr. 1 June 2 Nov. 3 May 1 July 3 Aug. 4 May Mar. Aug. 4	0 May 5, 18- June -, 18- 6 May 26, 18- 86 July 6, 18- 88 Aug, 21, 18- 9 July 9, 18- 12 Feb. 14, 18- 13 May 12, 18- 14 Jan. 10, 18- 10 May 28, 18-	10 1 10 3 10 4 10 4 10 1 40 1 40 1, 3 41 41 5	75 1, 7 00 2, 0 150 50 2, 4 2, 7 250 2, 6 240 2, 8 240 2, 8	50 50 60 50 60 60 60 60 60 60 60 60 60 60 60 60 60	Returned once; sailed again December 10. Lost on Amsterdam Island August, 1839.
South Atlant Indian Ocean Paritic Ocean South Seas	ic Sept. Aug. Oct. May Nov. July	19 Mar. 28, 18 20 June 20, 18 29 July 9, 18 8 Feb. 4, 19 13 Apr. 19, 18	41 449 340 -4 1 341	140 3, 130 2, 25 600 1.	160	
South Seas	May	10				 Foundered at sea September, 1840; crepicked up by the Java, F. H.; had 76 sperm and 1,600 whale on board.

Table showing returns of whaling-resacls

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1839.				
Stonington, ConnContinued.	Ship	446	Haneox	C. P. Williams
'aledonia Tenry Philetus Rebecca Groves	Brig Ship Brig	978 - 129 -	Barnum	C. T. Stanton E. Faxon, jr., & Co C. P. Williams
Wilmington, Del.	611.1	race of	Itakar	William Wheeler
Jefferson Lucy Ann Superior	Ship do	396' - 369 - 255 -	Cox	do
Hudson, N. Y. America	Ship	340	Topham Douglass	
Aiex, Mansfield	do	333 369	Gardner	Alexander Jenkius
C Heshon V V			no 88 41	Marona B Oshown
Ann. Arabella Camillus Columbia Columbia Columbia Columbia Daniel Webster Franklin Fanny Geon Hamilton, 9d Hudson Marcus Monmonth Neptime Nimrod Ontario Dortind	do do do	367, 345 265 307 397 391	E. H. Curry. John Bidop, Jr. Hawss. L. B. Edwards. Henry Nickerson, Jr. Edward M. Baker. Day'd Youngs. S. V. Edwards. Samuel Dennison. — Glover. — Bennett. S. H. Sleight.	Charles T. Dering Luther D. Cough Mulford & Sleight E. Mulford C. T. Dering N. & G. Howell Hunting Cooper Mulford & Sleight L. D. Cook S. & N. Howell S. & B. Huntting & Co
Neptune	do	368 299 299	Green	S. & B. Huntting & Co.
Portland Romulus Thos. Dickason Thames Washington	. do . do . do . do . do .	454 414 340	W. S. Havens Jere, W. Hedges	Mulford & Sleight
New Suffolk, N. Y.			Sayer	Ira B. Tuthill
Noble	and the	-		
Wareham, Mass. Inga Meridian	Brigdo .	169		
Somerset, Mass.		4.0	Collins	Wheaton Luther
Pilgrim	do .	13	Comme freese	
Peidaenort Conn.				Samuel H. Ford
Atlantic	Shipdo	35	9 Brown	Samuel F. Huiu
Mustic Conn.			D. 11	Charles Mallory
Bingham	do	35	58 — Baker 98 — McKinstry 55 — Lester 99 — Pendleton 96 — Mitchell	Silas Beebe J. & W. P. Randali do C. Mallory do
Greenport, N. Y. Bayard Delta	Ship	0	39 Payne	H. & N. Corwin H. & N. Corwin Wiggins & Parsons

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> India Atlan South India New

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AND FISHERIES.

owing returns of whaling-ressels

and the same of the same	
1.	Managing owner or agent.
	C. P. Williams
0F	William Wheelerdodo
ant	00
s, jr. ss classification aker age rus th th or nison er tt tt ger H n Payne ihan	Luther D. Cook Malford & Bleight E. Multord C. T. Dering N. & G. Howell Hunting Cooper Mulford & Sleight L. D. Cook S. & N. Howell S. & B. Hunting & Co C. T. Dering & Co G. T. Dering & Co Mulford & Howell Mulford & Howell Mulford & Sleight
ledgen sborn	Josiah Donglass Ira B. Tuthill
lworth ketson	M. S. F. Tobeydo
lins	Wheaton Luther
56 DWD	Samuel H. Ford Samuel F. Hurd
kerker Kinstry ster endleton	and O. Manior J

HISTORY OF THE AMERICAN WHALE FISHERY.

	1)	ate-	Result	of voj	age.	
Whalings so	Ofernival	Sperm-off.	Whalesil	Whalebeer.	Remarks	
Indian Ocean Adantis South Atlantis Indian Ocean .	July 6	Mar. 23, 1841 May 8, 1840 Feb. 28, 1841 June 7, 1840	Bblu 300	1,800		Elephant-oil. Do.
New Zewland	July 30	Oct. 23, 1841 June 24, 1841 Dec. 21, 1841	1, 706 406 606	1, 1900		Bought from Baltimore, 1830. Captain died at Coens Island September 4. 1841; sold to Sag Harbor.
Pacific Ocean do Indian Ocean .	July 24 Oct. 4		46		0	Sold to Stonington, 1842. Condemned at Tahira, August, 1840. Sent oil home, had about 75 sperm, 800 whale Sold to New London, 1849.
South Seasdo	July 3 Aug. July 1 June 9 May 3 July 1 July 1 Sept. June 1 Aug. July 1 June 1 Aug. July 1 July 1 July 1 July 1 July 1 July 3 July July 4 July 4 July 4 July 4 Aug. Aug. Aug. Aug. Aug. Aug. Aug. Aug.	4 Apr. 8, 184 4 Sept. 24, 184 5 Sept. 24, 184 6 Sept. 24, 184 7 Apr. 19, 184 7 Apr. 14, 184 9 July 15, 184 7 Oct. 11, 184 1 July 23, 183 1 July 23, 183 1 May 3, 184 1 Apr. 6, 18 7 May 29, 18 1 Apr. 6, 18 10 May 26, 18	1 900 96 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	00 3, 10 80 1, 97 00 9, 60 30 70 8; 90 1, 2 9, 7 1, 9, 3 1,50 2, 1 1,36 4, 0 1,76 3, 1	0 16, 30 0 25, 20 13, 12, 00 10, 26, 2 10, 20, 2 10, 20, 2 10, 20, 2 10,	Sold 1,750 whale. Bought from Newburgh. Bought from Newburgh.
South Atlan		40 Ton 0 1	40	720	40	•••
Atlautie	Oct.	1 July at, it			20	Returned, having lost her boats.
South Sens. South Atlan	atic. Sept	. 26 May 28, 1	840 841 840	450 1, 300 9, 140 1,	050 000 860	
South Atlan	May Deo Aug Jun	21 Jan. 3, 1 1 June 22, 0 22 Mar. 6,	1840 1840		, 600 , 500	Elephant oil.
South Atla	natio Jul Jul Jul	y — June —, y 15 May 29, y 19 June 15,	1840 1841 1840	375 140	1, 100 1, 650 960	2, 484

Table showing returns of whaling-ressels

Name of vessel.	Class.	Tonnage.	Ca. ain.	Managing owner or agent.
1839.				
Scraph Triud Washington	Brig Ship	174 336 1 236	Barns Isaac M. Cues Wilbur.	James Tutbill
Holmes' Hole, Mass. Delphos Macon William and Joseph	Ship do Brig	338 358 143	Lambert Merry Dexter	Thomas Bradleydo
Falmouth, Mass. Popmunnett Uneas	Bark Ship	200 400	Ephraim Eldridge	John Robinson Elijah Swift
Newport, R. I. Benjamin D'Wolf George Champlain John Coggeshall Pocahontas	Ship	66 361 338 113	J. A. Brown S. W. Macy Barker	
Poughkeepsis, N. Y. Factor New England Newark	Ship	375	do	David S. Shearmandodo
New York, N. Y. Desdemona		295	Phinney	Pell, Zabiescke & Pell
Westport, Mass. Champion. Dr. Franklin Elizabeth Juno Mexico President Thomas Winslow	Bark Brig Brig Brig Brark	171 107 163 130 183	Cook Simmons Baker Sowle	Abner B. Coffin Abner B. Griford Gideon Davis Andrew Hicks P. W. Peckham
Cold Spring, N. Y. Ba*clay Tuscarora	Bark Ship		Macomber	T. Macomber
Providence, R. I. Bowditch Brunswick			Sowle Manchester	Thomas Fletcher Amherst & Everett
Newark, N. J. John Wells	Ship.	30	66 Russell	J. H. Stephens
Provincetown, Mass.		1	72 Smalley	James Smalley
1840.				
New Bedford, Mass. Amethyst America Agato		3	Black Black Si Joseph Spooner	
Adeine	Ship] 3	329 — Gray Thomas Mickell .	414
Barclay	do do Bark		281 — Briggs 470 Chas. C. Waterma 245 Joseph H. Allen . 155 — Manter 370 William R Potter	an

owing returns of whaling-ressels

1	
n.	Managing owner or agent.
ir	Samuel Lawson
ert	Thomas Bradleydo
y 9 r	
erson dridge	John Robinson Elijah Swift
ey	William Varo
land alow	David S. Shearmandododo
nney	Pell, Zabiescke & Pell
Sowle	ee. Minior Di Crissor
comber	T. Macomber
wle inchester	Thomas Fletcher Amherst & Everett
ıssell	J. H. Stephens
alley	James Smalley
lack isher Spooner	John A. Parker & Son I. Howland, jr., & Co A. H. Seabury
ray Mickell .	J. Howland, jr., & Co J. A. Parker & Son
riggs . Waterm H. Allen . Ianter I R Potter	James Arnold Pope & Morgan Gideou Allen I. H. Bartlett William H. Stowell

1	Da	ste-	Result	of voyage.	
Whaling- ground. uills 10	Sperm-oil.	Whale-oil. Whalebone.	Remarks.		
South Atlantic dodo	June 11 July 15 July 8	May 12, 1840 Apr. 18, 1841 May 3, 1840		1,525 11,2	
Indian Ocean	. Uct. 23	Mar. 22, 184 May 15, 184 June 17, 184	5 891	1, 200	
Atlantic Ocean Pacific Ocean	July 11 Aug. 10	May 11, 184	2, 20	300 2,	Sold to Newport. Sold to New Bedford, 1843.
South Atlantic Pacific Ocean	Oct. 2	1 May 5, 18 0 Oct. 11, 18	13 1, 70 42 1, 56 40 8	0 0	
South Atlanti New Zealand Pacific Ocean do	June Dec. 2	1		2, 950 30, 700 2, 000	Bought from Boston, 1839. 700 Sold to New London. Sold to Stonington.
Pacific Ocean	Oct.	5 May 15, 1	843	76 400	
Atlantic do	July July July Aug. Dec.	20 June 29, 1 17 June 6, 1 2 July 6, 1 27 Nov. 4, 1 14 July 6, 1	840 840 840 840 841	640	
Atlantic South Atlan	tic. July	May 18, 27 May 25,	1841	664 10 2, 400	
New Zealen South Atlan	d July	13 Apr. 5, Apr. 29,	1841 1841	250 3, 100 2±0 2, 500	7,000 Bought from Bristol. Including 340 whale bought of condemned brig Volaut.
New Zealan	d July	23 Mar. 18,	1841	40 2, 460	
Atlantic		Sept. 27	1839	350 250	Probably broken up at home, 1839.
Indian Oce do Atlantic	an Ma Jul Oct	1	7, 1842 5, 1841 C	lean	Returned in consequence of losing men and boats by desertion.
Indian Oce Pacific Oce	an Au	g. 1 Nov.	5, 1844	101 1 68	2, 1842.
Pacific Octoor Pacific Octoor Atlantic New Zeal	an De	ly 12 cc. 1 Feb. 2 pr. 21 Aug. 1 Feb. 2 Nov. 2	5, 1843	542 19	Poston

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1840.				1
New Bedford, Mass.—Continued.	69.	000	Simmons	Lemuel Kollock
Cicero Copia Copia Coherokee Columbus Cornelia Charleston Packet Dragon Deligiat Eagle Falcon Fencion Frances, 2d. Florida Garland Grand Turk	Shipdo	261 313 216 184 190 102 336 273 328 36* 330 234	John A. Macomber Adams Peaso Peaso Finnders Flanders Taber Swain Coffin Freeman Richmond Hathaway Hussey Jenney Day Taylor	do Hathaway & Luce William R. Rodman i, Kollock Levi L. Crane Tobey & Ricketson Jonathan Mosher Jirch Perry Wilcox & Richmond William H. Stowell Gideon Allen E. Dunbar & Co J. D. Thompson Barton Ricketson
George and Martha Hope Herenles, 3d Herald Hetel Hector Hibernla John Jasper Juno Liverpool Laurel Lafayette	dodododododododoBarkBrigBrig	316 290 274 360 327 366 308 223 123 306 119	Stewart William C. Swain Sauford Sauford Cook Cook Gelett Isaac Thacher Isaac J. Sauford Thomas Smith Cornolius Howland	Tobey & Ricketson. Tobey & Ricketson. Charles W. Morgan. Alfred Gibbs Abraham H. Howland Frederick Parker. Alexander Gibbs A. H. Seabury & Brother Abraham Barker I. H. Bartlett Charles R. Tucker.
Lalla Rooxh. London Pasket. Maria Theresa. Massachusetts. Mercator Minerva Smyth Mobile Moss.	do Bark Ship do do do do do	323 280 330 364 240 333 265	Sainpson T, & A. R. Nye. G. O. Crocker & Co. John A. Parker I. Howland, jr., & Co. Edward C. Jones William R. Rodman	
Mount Vernon Marcella Milwood Minerva Now Bedford Orozimbo Peri Pacific	Bark. Bark. Bark. Ship. do. Brig.	35 21 25 19 35 19	- Ellis - Charles Church - Gifford - Gifford - Bartlett - Joseph Shockley, jr	Gideon Allen Charles R. Tucker I. Howland, jr., & Co Barton Ricketson Rodney French Jirch Perry
ParachutePlato	out.	33	Joseph Willcox, jr.	Walter S. Spooner Daniel Perry
Plate	1		Prince Shearman .	J. A. Parker & Son
Roman, 2. Roscoe Rodman Robecca Simms Sally Anne Seine Sarah Louisa Two Brothers Tuscaloosa Virginia Winslow Watle Washington Young Phenix	dodododododododododododododododo	k	Alex. R. Barker McCleave Mc	jr C. W. Morgan William R. Rodman D. R. Greene & Co. Rodney Free & Co. William R. Rodman D. R. Greene & Co. Howland & Hussay Hathaway & Luce Samuel Rodman A. H. Howland Jonathan Bourne, jr

howing returns of whaling-vessels

in.	Managing owner or agent.
onscomberselilelilelilersr	Jonathan Mosher Jireh Perry Witcox & Richmond William H. Stowell Gideon Allen E. Dunbar & Co
eyvart	Frederick Parker Alexander Gibbs A. H. Seabury & Brother Abraham Barker I. H. Bartlett Charles R. Tucker
mond upson rner rnard lano ownell Gifford	J. A. Parker & Son. A. H. Howland T. & A. R. Nye. G. Q. Crocker & Co. John A. Parker I. Howland, jr., & Co. Edward C. Jones William R. Rodman
armanlis	Rodney French
Willcox, jr.	Walter S. Spooner Daniel Perry
Barker Golleave Whitten, Lay Borden Adams Sanford Shockley Caber Luce 1 Pease Q, Coffin Sherman	Abraham Barker Andrew Robeson C. W. Morgan William R. Rodman D. R. Greene & Co Rodney French William R. Rodman D. R. Greene & Co

HISTORY OF THE AMERICAN WHALE FISHERY.

	Da	te-	R gult	of vo	yage.		
Whaling- ground.	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	Remarks.	
Indian Ocean	Aug. 2 Dec. 14 May 21 Sept. 12 Apr. 19 June 24 Sept. 12 Apr. 19 June 24 Sept. 3 July 22 Aug. 6 Sept. 1 Apr. 19 July 12 Apr. 3 Aug. 6 Apr. 24 July 12 Apr. 3 Long. 10 Long. 1	Dec. 16, 18 Oct. 4, 19 June 17, 18 Nov. 27, 18 Sept. 6, 18 Apr. 6, 19 Feb. 14, 19 Feb. 20, 11 Jan. 2, 1 Jan. 3,	2 442 1 1 300 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	2,46 1,90 2e 20 2e 20 2e 2e 2e 2e 2e 30 1,10 2e 2e 2e 2e 2e 2e 2e 2e	6	Sailed July 14, 1840, and returned lear Broken up at New Bedford 1841. Bought from Boston. Sailed again, under Captain Taylor, 23, 1842, for the South Seas; ret September 10, 1842. Condemned is broken up. H. H. Maxfield, first mate, lost 1840. Returned on account of mutiny of c Henry Loveland, second mate, dis uary, 1843.	April urned 43 and 43 and erow.
Pacific Ocea Indian Ocea Atlantic	n Dec. Apr. Apr. May June Apr. Dec. May an Aug an Sepi an Aug an Aug an Apr. Aug an Au	18 Aug. — 27 Oct. 12, 2 May 16, 3 Nov. 1, 3 June 2, 8 Apr. — 16 Sept. 25. 15 May 1 3, 14 3, 14 3, 14 3, 15 4, 26 3, 15 4, 26 3, 17 4, 26 3, 17 4, 27 4, 28 4, 28 5, 29 6, 19 7,	1841 1844 1843 1841 1841 1844 1843 1843	869 274 373 , 673 528 539 390 2, 441 541 541 1, 156 2, 20 1, 26 1, 588 2, 20 1, 26 88	2, 644 25 2, 644 25 2, 950 2 1, 461 2, 1, 664 1, 461 1, 46	223 Sold 1 500 whale at Pahia. Salled once, was out three mouther turned with 250 sperm. Bought from New York; last March 12, 1842, off New Holle whale. Lost on Ocean Island, September December 4, 1841; Captain Staken out of his boat by a line. Sold 700 barrels; sent home 700 to Captain Sanford died November.	reported and, 1,400 and, 1,400 and, 1,400 and, 1,400 and, 1,442 Shearman and and and and and and and and and a

Table showing returns of whaling-reserve

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1840. Fairhaven, Mass. Arab. Arab. Bruce Beneett Erie Eagle Favorite Herald Joseph Maxwell James Murroe Maine Martha, 2d Mareus Omega Prudus Pridie	do Bark	197	Writhington Coffin Suith Suith Cox Alden Parker Luce Perry Adams William Devol Harding Benjamin Cushman Magee Hammond Wood Wood Wody Wady	Nathan Church Jenney & Tripp I. F. Terry
South Boston Rochester, Mass. Dryade. Lagrango Le Barron. Pearl. Richard Henry Sarah Solon Two Sisters Willis	Barkdo Brigdodo	256 263 170 170 157 134	Crowell Delano Rogers Daggett Cushing Blankenship Dexter Purrington Wing Bolles Boodry	Stephen C. Luce G. Barstow & Co. Tijah Willis v. Barstow & Son. J. S. Dates G. Barstow & Son. Moble E. Bates do
Nantucket, Mass. Alexander Coffin Catawba Charles Carroll Cyrus Charles and Henry Enterprise Fabias Henry A.tor	Ship do do do	381 335 376 326 336 413	Frederick B. Chase	V. C. Swain George Myrick, jr C. G. & H. Coffin Gilbert Coffin G. & M. Starbuck & Co
Henry Harvest Jefferson Kingston Lexington	do do do	346 366 377 315	John Gardner, 2d William B. Cash William Rayson	John II. Shaw
Lexington Lydia Mariner Ontario Omega Ocean Phonix Peruvian Washington Watter Scott Young Eagle Zemas Coffin		35 36 34 35 36 36 38 39 30 30 30 31	George G. Catheart Elisha H. Fisher George Palmer Stephen B. Gibbs George Haggerty Josiah Hamblen Frederick Arthur Stephen Bailey Conwell Bunker T. Edward C. Austin	James Athearn Barrett & Upton Matthew Crosby Barrett & Upton Joseph Starbuck T. & P. Macy do W. B. Coffin Matthew Crosby Barrett & Upton
Falmouth, Mass. Awashonks Brunette	Ship	p 3	Rufus Pease	Elijah Swiftdo

owing roturns of whaling-result

Managing owner or agent. ington I. F. Terry
A. D. Stoddard
E. Sawin
do
do
Dradford, Fuller & Co
Jabez Delano, jr Nathan Church
H. H. Stackpole
F. R. Whitwell
Samuel Borden
F. R. Whitwell
E. Sawin
Aikins Adams
Lemuel Tripp
Nathan Church
Jenney & Tripp
I. F. Terry yol.
yol.
ing
ushman
ee
mond
d
d
arduer
y rell E. Sawin..... Sic phen C. Luce
G. Barstow & Co.
Illian Willis
ir. Barstow & Son
J. S. Bates
G. Barstow & Son
do
Noble E. Bates
G. L. Barstow ers.....gett......hing...hkenship ...ter...rington...es...dry...dry...dry R. Mitchell & Sons.
C. G. & H. Coffin
V. C. Swain
George Myrick, jr
C. G. & H. Coffin
Gilbert Coffin
G. & M. Starbuck & Co
William R. Easton Wyer
Andrews ...
nmons ...
oleman ...
B. Chase ...
cham Daniel Jones..... Edward Field..... John H. Shaw Brown..... dner, 2d B. Cash Frederick Hussey F. C. Sanford Rayson..... 7. Davis..... James Athearn
Barrett & Upton.
Matthew Croshy.
Barrett & Upton.
Joseph Starbuck
T. & P. Macy.
do ...
W. D. Coffin.
Matthew Crosby.
Barrett & Upton.
Simeon Starbuck
C. G. & H. Coffin. Elijah Swiftdo

Pease.....

	Dat	e-	Result	of vo	yage.		
Whaling- ground.	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	W halebone.		Remar ks.
ndian Ocean Pacific Ocean South Atlantic Indian Oceando	June 10	June 2, 1843 Apr. 7, 1843 May 28, 1844 May 16, 1842 Apr. 22, 1842 May 26, 1842	Bbls. 426 489 343 568	1, 870 2, 04 1, 12	18,00	Soit	d to New Bedford 1814.
Pacific Oceandododododododododododo	Dec. 14 Dec. 18 Dec. 18 Nov. 4	Feb. —, 1844 Apr. 22, 1843 June 10, 1843	1, 12 29 84	5 1, 71 1 1, 61 8 1, 00	9 18, 00 8 18, 00 90 8, 00	0 Bo	with 700 sperm. ught from New York.
Indian Ocean . Pacific Ocean .	Dec. 4	May 21, 1842 Oct. 18, 1843 Nov. 25, 1843 June 18, 1843	1,60 1,62	1 1 20	06 14, 06 56 12, 0	Bo	ught from Hudson 1840.
Indian Ocean . Pacific Ocean . do:	Ang. 16 Nov. 22	Mar. 18, 184 July 13, 184 Oct. 20, 184	1, 05 4 1, 51 3 2, 59	1	96	138	muel Pitman, first mate, died 1843.
Indian Oceando	Sept. 3	July 17, 184 Dec. 4, 184	2 3	(3)	20	Sa	ordemned and broken up 1842. filed M ty 17, 1840; returned Angust 3, with 300 sperm; first and third mates sick; sailed again as given
New Zealand.	Mar. 8	Aug. 24, 184	2 5	43 1, 9			
Indian Oceandododtantic South Atlanti Atlanticdedododododo	Apr. 13 Sept. — Apr. 2 Aug. 20 Sept. 15 Oct. 40 July 30 May 11	Nov. 2, 18- Oct. 15, 18- Sept. 29, 18 Apr. 17, 18 Oct. 17, 18 June 7, 18	12 7 41 6 41 3 41 3 41 41 41	350 350 200 70 524 30	356 11, 6	I	ost a boat's crew by a whale, 1841.
Pacific Ocean	Sept.	June 23, 18	244 1,	953 009	40		Sold to New Bedford.
do	May 2 Nov. Dec. 2 Dec. 1 July 1	9 Dec. 6, 18 1 Oct. 14, 18 0 Mar. 8, 18 8 June 17, 18	843 1, 844 1, 845 1, 844 2, 844 1,	926 458 689			Sold to New Bedford. Bought from Hudson, 1839; mate, Alexander Svain, killed by a whale; Capt. Pinkham died at Pernambuco, April 17, 1848.
do do do	July 5	12 May 14, 1			342 1, 334		Lost on Atooi, Sandwich Islands, June 22 1842, with 2,480 bbls, sperm, 80 bbls, whale Sold to Fairhaven, 1844. Sent home 125 bbls, sperm; Capt. David
do	Apr.	2 Feb. 17, 22 Feb. 20, 6 May 13	1849	1, 225 2, 413 1, 632	7		Built in 1840; sold to Fairhaven 1845.
do do	May	04 Nov 90	1842 9	2, 073 . 1, 397 .			Sent home 40 bbls. sperm. Sold to New Bedford 1844.
do do do	June	21 Feb. 17, 31 June 23, 14 Sept. 24.		1, 662 2, 241 1, 212 1, 095 1, 296	24 508 58		Sent home 300 bbls. sperm.
do do	Oct. Sept.	31 July 8,	1843 [1, 296 2, 544 3, 04 9			Sailed Aug. 20, but returned with mate sich
do Atlan tio .	July Aug	11 May 28	1843 , 1843	1, 800 300	20		Sold to Col. Colt, the revolver manufaturer, taken to Washington, and blow to atoms with a torpedo of his invention

Table showing returns of whaling-ressels

sailing

Parifi Atlar Pacit

1		1				
Name of vessel.	Class.	Tonnage.		Captain.	1	Managing owner or agent.
1840.						
Falmouth, Mass.—Continued. Bartholomew Gosnold George Washington Hobomok	Ship Bark	. 18	Lei	raham Russell . nuel Eldredge . na Jones	S	Vard M. Parker anford Herendeen liver C. Swift
Lynn, Mass. Com. Preble	Shipdo			Eldridge		S. Newhallsaiah Breed
Newport, R. I. Audley Clarke Helen Pocabontas William Lee			Ja W	Griswold mes Price illiam Barker . Gifford	8	Bush & Clarke William Price Samuel Barker J. S. Munroe
Edgartown, Mass. Athalia Deborah Vineyard			62 45 81	Sprague Worth Crocker		Joseph Mayhewdo
Holmes' Hole, Mass. Pocahontas William and Joseph	Ship Brig		341 - 143 -	Smith Dexter		Thomas Bradley John Holmes
Newburyport, Mass. Merrimae Navy			414 356 -	Starbuck. Brock		Micajah Lunt Thomas Buntin
Boston, Mass. Creole	Bark Brig		222 - 197 -	Cook		Charles A. Brown P. & S. Sprague & Co
Hudson, N. Y. Beaver Edward	Ship		320 274	Rogers	•••••	Barnard, Curtis & Cododo
New London, Conn. Armata Betsey Loston Con. Perry Connecticut Clematis Columbia Candace	Ship School Ship do do	oner	414 113 291 270 398 311 492 310	Hull Noyes Pendleto McLano Crocker Bailey Smith Reed	n	
Columbus Charles Henry Cercs Rleotra Francis Gen. Williams	Brig Ship Bark Ship Seho	oner	153 265 176 347 446			Williams & Barns. Havens & Smith. William Tate. William Williams, jr. Williams & Barns.
Julius Cresar John and Elizabeth Neptane Pembroke	Seho Ship de	onet	. 296 . 285	Gibson Miller. Green Peabod	y	Havens & Smith T. W. Williams Joseph Lawrence
Shaw Perkins	Slor	p p k	406		θ	Williams & Barns

AND FISHERIES.

sailing from American ports-Continued.

owing returns of whaling-ressels

ъ.	Managing owner or agent.
gssell	Ward M. Parker
dge	F. S. Newhall
rker	Bush & Clarke William Price Sannel Barker J. S. Munroe
gue th ker	Joseph Mayhew
thter	Thomas Bradley John Holmes
buck	
k Imes	Charles A. Brown P. & S. Sprague & Co
geraggett	Barnard, Curtis & Co
ndl ndleton Lane neker illey nith	C. Chew & Co. Thomas W. Williams Williams & Barns Havens & Smith do
alsey	William Williams, Jr
ailey	Williams & Barns
ong ibson filler reen eabody	T. W. Williams Joseph Lawrence
stroud fcLane lice The ster	f. Donna

	D	ate-	Resul	t of vo	yat e.		
Whaling so utilize ground. Significant so so the state of	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.		Remarka.	
Parific Ocean Atlantio Pacific Ocean	Jan. 1		Bbls, 1,800		0		ld to New Bedford, 1843. one two months; returned clean, leaky and was sold to New Bedford, 1849.
Indian Oceandodo	July 20 Sept. 23	June 2, 1842 June 9, 1842	260 150	2, 60 1, 30	8,0	00	
Pacific Ocean. North Atlantic ,do Pacific Ocean.	July 30	July 23, 1841	1, 40 21 13 60	0 1, 10		**	aptain Griswold died, 1843.
Atlantiedo	May 18	Apr. 2, 184 Dec. 8, 184 June 23, 184	1 19	35	20	C	ame home leaky. Sought from Salem.
do	Sept. 2 Aug. 1	Dec, 184	3 1, 4	00			Loat at sea Oct. 21, 1841; four men lost.
Pacific Ocean do		Apr. 15, 184 June 12, 184	14 2	60 2, 600 1,	750 22, 300 10,	000 400	Captain Starbuck died, 1841. Sold to New Bedford.
South Seas South Atlant	Dec. 1	Sept. 21, 18 Apr. 23, 18	41 3	550		::::	
Pacific Ocean		May 16, 18 Apr. 3, 18	42 45	270 800	930	,000	Sold to New Bedford, 1845.
Indian Ocean Pacitic Ocean Indian Ocean South Seasdo	Aug. June June	8 May 24, 16	342 341 342	200 1	000 24 115 700 000 600	, 100	Also a large number of fur-skins.
Indian Ocean South Atlan	tio July	9 May 6, 1 20 Apr. 30, 1	842	2	800 000 200		S cond mate, William Lacky, killed by a whale June, 1843.
Atlantic South Atlandododododododododododo	Oct. June Mar.		8421	240	650 1, 220 1, 460 500 4, 200		Sent home 60 sperm. Encountered a heavy gale off Black Point L. I.; out away masts and anchored Captain Bailey and five men drowned going ashore in a boat for help.
Indian Ocea	an Jun July Jun otic Oct.	13 Apr. 15, 23 June 26,	1842 1842 1841		1, 900 2, 550 1, 450 400		Tender to the Columns
Indian Oce South Atla do	an Jun ntic Sep Sep Oct	6 6 Apr. 16, July 3, t. 1 May 5, Aug. 9,	1842 1842 1843 1843	120 150 250 200	2, 750 2, 000 1, 300	20, 00	

HISTORY OF THE AMERICAN WHALE FISHERY.

Table showing returns of whaling-ressels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1840.				
Sag Harbor, N. Y. censta merican samillus oncordia icen luron	Bark	26	Sylvester P. Smith Cooper Ezekiel H. Howes Woodward T. B. Worth John Sweeney Lewis L. Bennett	Charles T. Dering Thomas Brown Huntting Cooper Luther D. Cook Samuel L'Hommedieu A. R. Huntting & Co.
oncorun iem iuron iuron iuron iantibal Hamilton iliamilton u iliamilton u iliamilton iliamilton Marcus Nimrod Ontario Phenix Romults Kenoplon		311 339 455 278 286 368 314 231 38	D. Hand D. Hand Sayre Sayre David Loper Barnes Green Briggs Rogers	Charles T. Dering Mulford & Sleight N. & G. Howell C. T. Dering S. & B. Hunting & Co. L. D. Cook Mulford & Howell
New Suffolk, N. Y.			James Sayer	Ira B. Tuthill
Warren, R. I. Boy Crawford. Franklin Hoogley Jane Luminary Magnet Philip Tabb Warren	Bark Ship do do	24 29 3' 4' 3	Huttlestone Barton Nye Nye Price Price Price Huttlestone Huttlestone	J. & D. R. Luther Samuel Barton John R. Wheaton S. P. Child Joseph Smith, jr., & Co
Salem, Mass. Bengal Emerald Izette Mount Wollaston	Ship		104 — Jackson	J. B. Osgood.
Stonington, Conn. Bolton Enterprize Henry Mercury Rebecca Groves Thomas Williams	Bark Brig do		220 — Pendleton 95 — Greeno 96 — Pendleton 305 — Gray 129 — Hubbard 346 — Manwaring	William Pendleton C. T. Stanton G. Trumbull
Bridgeport, Conn. Atlantic Harvest		·	201Jennings Godbee	Samuel H. Ford
Westport, Mass. Dr. Franklin Emma Elizabeth Juno Leader Thes. Winslow United States	Bari	k 0 g k	171 — Francis 246 — Davis 107 — Cook 166 — Sowle 170 — Ball 217 — Hicks	David Coffin A. B. Gifford Job Davis Thomas W. Mayhew
Reistol, R. I.	1	rk	257 - Richmond	Henry Wardwell Lemuel C. Richmon
America	158	io		
Gov. Hopkins Sarah Lee Troy	Br Sh	ig	111 — Waldron 235 — Bly	William R. Taylor W. H. D'Wolf Thomas Church

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South New Atia-India Sout Indi Paci Sout Sout

Sout Sout Nev Sout

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Pa W

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owing returns of whaling-ressels

ս.	Managing owner or agent.	
Smithr Iowes	S. & B. Holling & Charles T. Dering Thomas Brown Huntting Cooper Luther D. Cook Samuel L'Hommedieu S. & B. Huntting & Co Charles T. Dering Mulford & Sleight	
esg	Mulford & Howell Mulford & Sleight	
ton	N. M. Wheaton J. & D. K. Luther Samuel Barton John R. Wheaton S. P. Child Joseph Smith, jr., & Co do Driscol & Child J. Smith, jr., & Co	
ckson own ill	John B. Osgood S. C. Phillips J. B. Osgood do	
endleton. reeno endleton. ray ubbard anwaring	Charles P. Williams do William Pendleton C. T. Stanton G. Trumbull C. P. Williams	
ennings.	Samuel H. Forddo	
Trancis Davis Jook Sowle Ball Russell, jr	Job Davis. Abner Tripp David Coffin B. Gifford Job Davis Thomas W. Mayhew Andrew Hicks	
Richmone Devol	Henry Wardwell Lemuel C. Richmond	
Waldron Bly Morris	William R. Taylor W. H. D'Wolf Thomas Church	

sailing from American	ports-Continued.
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1	De	ate-	Result	of vo	yage.	•
Whaling- ground.	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	Remarks.
South Seas. New Zeeland. Atlantic Indian Ocean South Atlantic odd Indian Ocean Pacific Ocean Pacific Ocean South Seas South Atlantic od Ocean Yew Zeeland South Atlantic South Atlantic South Atlantic South Atlantic Atlantic	Aug. 11 Oct. 15 Nov. 28 Aug. 28 Sept. 1 Aug. 25 July 2 Dec. 3 Aug. 4 June 15 July 9 Sept. 1 July 10 July 10	Aug. 13, 1841 May 16, 1849 Dec. 6, 1841 Apr. 9, 1843 July 19, 1841 June 11, 1842 June 12, 1843 July 14, 1843 July 14, 1844 July 19, 1844 July 19, 1844 July 19, 1844 May 22, 1844 May 28, 1844 May 28, 1844 Nov. 24, 1848	201 250 50 550 154 60 700 340	2, 000 2, 250 1, 405 1, 100 2, 250 1, 900 1, 65 1, 600 1, 85 1, 85 1, 85 1, 90 1, 90	11, 377 800 14, 990 14, 358 9, 459 9, 459 1 4, 070 13, 419	Bought from Hudson. Returned once; damaged in a gale. Broken up after this voyage.
South Atlantic		- 0.101			0 6,945	
Pacific Ocean Western Isl'de Indian Ocean do Pacific Ocean do do do do	Apr. 13 Oct. 25 Nov. 13 Mar. 8 Jan. J July 23	May 10, 184 May 10, 184 1 Oct. —, 184 1 May —, 184 7 June —, 184 1 Mar. 1, 18 3 Apr. 30, 18	3 1, 43 Clea 3 1, 36 13 1, 36 13 1, 26 13 1, 26 13 6	00 1, 6 00 2, 2 00 1, 6 00 1, 6	30 12, 800 00 20, 000	Sold 100 sperm, 800 whale, at Valparaiso. Sold 1,350 whale at Rio Janeiro.
Indian Ocean	May	2 Feb. 26, 18 2 June 19, 18	45 8		00 8, 800 00 5, 600	Sold to New London, 1844. Sold 1,200 whale at Rio Janeiro. Sold to
Pacific Oceandodododododododo	June Sept. July Dec. Aug.	3 Apr. 13, 18	142	300 1,	3, 60 900 17, 00 720	O Probably sold at Rio Janeiro in 1841.
South Seasdo		July 23, 1 May 25, 1	841 842	1, 150 2,	700	:
Atlanticdodododododododododododododododo	Dec. June Aug. May Aug.	9 Nov. 5, 1 2 Nov. 25, 1	841 849 840 841 841 1841	732 568 150 390 500 585 700	53 14 7	•
Pacific (*cer Atlantic			1844 1841	500 450	900 9, 6	Sold to New Bedford, 1844. Returned once, having lost her mainmast Capte in Daggett left the ship, sick, an Devol took charge.
do	Sept Oct. July	31 May 28, 31 Oct. 21, 25 Sept. —,	1841 1841 1841	240 80 420 .	40	

Table showing returns of whaling-resects

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Name of vessel.	Class.	Toursge	Captain.	Managing owner or agent.
1840.				
Paughksepsie, N. Y.	mi.la	333	Merrihew	David S. Sherman
Elbe N. P. Tallmadge New England Vermont	Shipdo do Bark		Coffin	do
Mystic, Conn.	Ship	265	Mallory	Charles Mallory
Aeronaut	do do Brig	335 -	Destin	C. Mallory
Uxor	do	. 96	Artender	
Sippican, Mass.	1 40	184 -	Flanders	do
Popmunnett	do do	140	do	N. E. Bates
Fall River, Mass.	do	196 -	Carr	John Eddy
Ann Maria Montezuma Pleiades Taunton	do Bark	196 - 261 -	Randall Allen Cummings	Trilliam Corganhall
Wareham, Mass.	Chi-	374		E. Thompson M. S. F. Tobey
George Washington Inga Meridian	Ship . Brig . do .	169	Cudworth	M. S. F. Tobeydo
Plymouth, Mass.	Schoo	per 99	Dexter	R. W. Holmes
Exchange Fortune James Munroe Mercury Maria	Brig Schoo	278 115 ner 74	Dyke Luce	Isaac L. Hedge Northam & Fearing Isaac Barnes, jr
Greenport, N. Y.	C12-1-	339	Francis Sayre	H. & N. Corwin
Bayard. Magellan. Roanoke. Seraph. Washington.	Ship Brig	91 251 174	Benjamin Glover, George W. Corw. Robert N. Wilbo	jr. Wiggins & Parsons Samuel Lamson Wiggins & Parsons
Provincetown, Mass.		186	Ginn	Abraham Small
Fairy	Brig do	172	Soper	Robert Soper
1841.				
New Bedford, Mass.	ari-	426	Thomas West .	Isaac B. Richmond
Addison	de	361	Almy	J. A. Parker & Son
Archer	Shid	325 2	Landre Taber Richmond Man	Pope & Morgan George Howland
Bramin	art.	p 29	Gardner	
Charles W. Morgan Chase Cora Canton	Ban	o 35 k 15 lo 22 ip 49	1 — Norton 3 — West 0 — Baker	Charles R. Tucker

owing returns of whaling-ressels

in.	Managing owner or agent.
ihew and	David 8, Sherman
oryer	Charles Mallorydo J. & W. P. Randali C. Mallorydo
ndera	N. E. Bates
dall en nmings	
lworth	
ke	Northam & Fearing Isaac Barnes, jr
Sayre IX In Glover, W. Corwin N. Wilbun	H. & N. Corwin jr. Wiggins & Parsons Samuel Lamson Wiggins & Parsons
inn oper mall	Abraham Small Robert Soper Leonard Small
s West Almy Fish	J. A. Parker & Son
Ricketson Landre Taber ond Manc Taber	Hester J. & J. Howland
Gardner. Norton West Baker Lucas Shearma	Servel Rodman Cherles W. Morgan Barton Ricketson Ivory H. Bartlett Charles R. Tucker

	De	ite-	Result	of vo	уадо.	
Whaling- ground.	Whaling-ground.	Sperm-eil.	Whale-oil.	Whalebone.	Remarks.	
Pacific Ocean	July 10 Oct. 29 Jan. 1 Dec. 10	Mar. 20, 1843 May —, 1843 July —, 1843	350 190 1,300 350	7131	Lbs. 25, 000 700 90, 000	Lost in Cook's Straits, December 13, 1941. Sold to Mystic.
South Atlanticdo	June 6 July 10 Aug. 10 June 23 July 22	Mar. 5, 1842 June —, 1842 May 9, 1842 Jan. 1, 1841	100	9, 031 1, 550 9, 300)	Sold 400 whale at Pernambuso. Condemned at Saint Catharines, March, 1841. Sent home 100 sperm. Elephant-oil.
do	May 11 June 1 Aug. 15	Oct. 20, 184 Nov. 3, 184 Sept. —, 184 June 9, 184 Oct. 3, 184 Sept. 11, 184	350) 9 0 7(3 %	14	Returned once leaky. Belongs to Wareham. Condemned 1840.
Pacific Ocean Atlanticdodo	Apr. 21	Apr. 7, 186	14 66		19	Probably full.
Atlantic Occas Atlantic do Atlantic South Atlantic South Atlant	Feb. 2 Apr. 3 Apr. 2 ic. Aug. June Aug. July 1	June 27, 18 0 Nov. 25, 18 8 Aug. 6, 18 5 Aug. 6, 18 5 Apr. 18, 18 0 June 4, 18	41 2	60 in	400 7, 4 650 12, 0 315 9, 5	Condemned at Pernambnes.
Atlanticdodo		Sept. 23, 16 Sept. 15, 16 Sept. 23, 16	840 840 840	580 70() 570		
Indian Ocean Pacific Oceandododo Atlantic Pacific Oceando	July May Oct. Nov. Dec.	29, 1 26 Feb. 17, 1 1 Jan. 30, 1 25 June 12, 1 12 May 20, 1 25 Aug. 9, 1	845 845 1, 842 1, 1845 1, 1845 1,	400 1 150 700 700 900	800 3,	Built 1823. Load of Arman. A. Barclay landed her oil at Bremen. Sold to Eremen 1845. Bought from Philadelphia 1841. 569 Captain Taber left the ship in 1842, sick Sent home 650 pounds bone.
do	Sept	4 Jan. 1,	1845 1 , 1849 1845	600 492 500 500 100	800 10, 6 500 4,	Formerly a brig. Attored to the

Table showing returns of whaling ressels

Name of vessel.	Claus.	Captain.	Managing owner or agent.	
1841.				
New Bedford, Mass—Continued. Clarice Condor Dartmouth Elizabeth Emeline.	Bark Ship do do do Brig	937 — Dexter	C. W. Morgan	
Endeavour Franklin Florida General Piko George and Susan George Washington Galeousia, 3d Gratitudo Good Return Gov, Troup	Shipdodo	259 Weeks	William H. Stowell Ab'm H. Howland Edw, C. Jones William Gifford George Howland Levi L. Crane William H. Stowell Irenous Gooding II. Tabor & Co E. C. Jones William H. Stowell	
Harrison	. do	339 Honey	Alexander Globs Dauicl Wood Alfred Gibbs	
Hope 3d. Hope Isubella Isu ael Java John Adama John and Edward Junior Julian Kutusoff Lagoda Lewis L. C. Richmond Laurel Laurel Margaret Soott	dododododododododododododododb	11	Jas. H. Howland Walter S. S. Jonest George Howland Jirel Perry Whicox & Richmond D. R. Greeno & Go Hathaway & Luco Jona. Bourno, Jr. J. D. Thompson Daniel Wood. L. H. Bartlett L. H. W. Lycylle	
Mara		Cil Cond		
Mercury Messenger Monteguesa Muria Motacon Nussau Xile Xowton Octavia Pantheon Peri Phocion Babert Edwards Raniseau Rajah Krasell Selma Susan Susan San. Robertson Swift Smyrua	do do do do Bark Ship do Bark Ghip do Bark Ghip do Barl do do do Shir do GShir	201	Wost & Pane Samuel W. Rodman J. B. Wood & Co Jirch Perry Hathaway & Luce Isahih Burgess Gideon Allen Jona, Bourne, J. Rodney Frenci Richard A. Falmer J. & J. Howland Isahih Burgess Howland & Russey George Gover & GA Ab'm fl. Howland Andrew Robeson Thomas S. Hathawas Barton Ricketson	
Stophania Two Brothers Wilmington and Liverpool Paci	Shi	9 315 — Collins 288 — Tinkham 384 Gilbert Place	D. R. Greene a Co	

AND FISHERIES.

howing returns of whaling residu

Managing owner or agent. mpeney... ham William H. Stowell.
Ab'm H. Howband
Edw, C. Jones
William Gifford
George Howland
Levi L. Crane
William H. Stowell
Ireneus Gooding
H. Tabor & Co.
E. C. Jones. eka.... on Walker. mingham . . wland....haway...ith......tson..... William H. Stowell.... Alexander Gibbs Daniel Wood Alfred Gibbs Wileox & Richmond William Watkins. Jns. H. Howland Walter S. Shooner George Howland Jirch Perry. Wileox & Richmond D. R. Greene & Co. Hathaway & Luce. binson.....
ownell.....
whand
ttle
Shockley
radford
Hudsou
athaway
avhew ayhew axfield allman uce I. H. Bartlett...... S. & W. Ingalls..... Charles R. Tucker.... mith mith rownell John C. Haskell ifford..... I. Howland, jr., & Co., John R. Thornton ...
West & Paine ...
Samuel W. Rodman J. B. Wood & Co., Jirch Perry ...
Hathaway & Luce...
Isaint Burgess ...
Gideon Allen ...
Jona. Bourne, jr ...
Richard A. Palmer ...
J. & J. Howland ...
George Howland ...
Haniah Burgess ...
Howland & Hussey ...
George O. Crocker & Co.
Ab'm H. Howland ...
Andrew Robeson ...
Thomas S. Hathaway ...
Barton Ricketson ...
R. A. Palmer ... F. Haskell atter
ower ...
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ussell ...
brayton ...
Vest ...
brayton ...
Vest ...
Howland ...
auce ...
'isiber ...
illowland ...
'isiber ... Collins Finkham Place R. A. Palmer D. R. Greene & Co..... J. A. Parker, & Co.....

Seabury Pardon G. Seabury



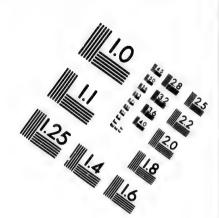
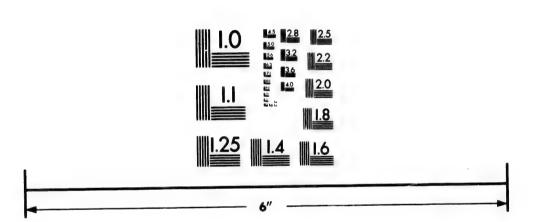


IMAGE EVALUATION TEST TARGET (MT-3)



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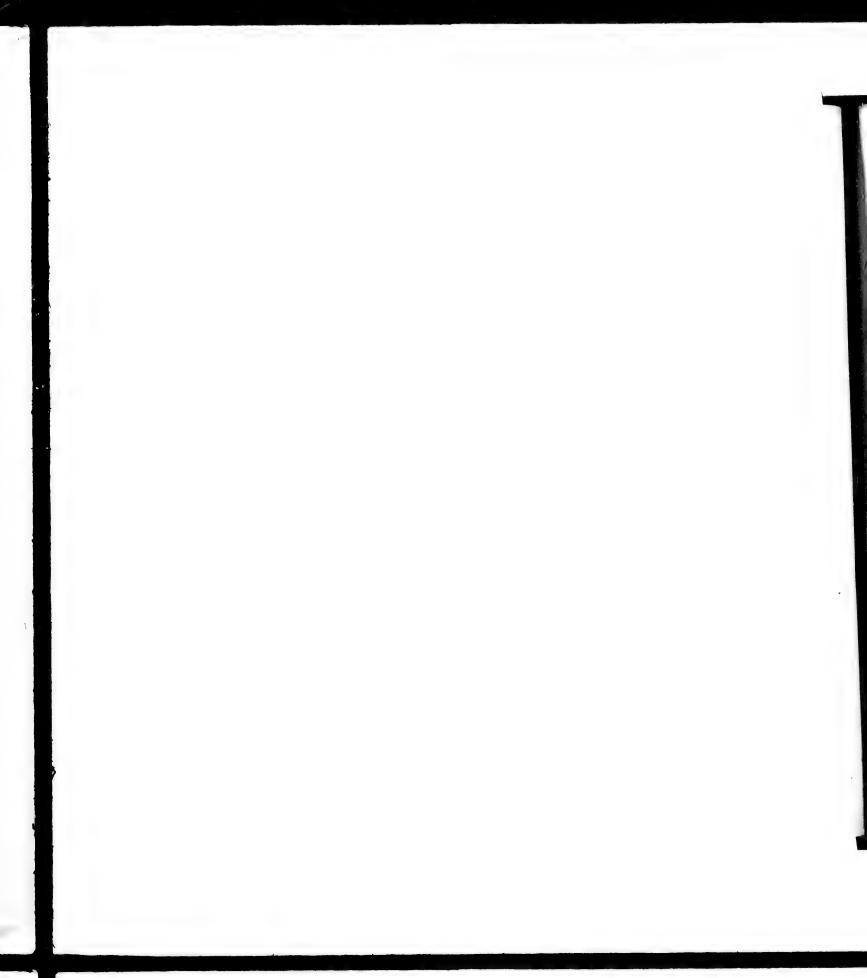
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C1984



	Da	ate-	Result	of vo	yage.	
Whaling- ground.	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	Remarks.
South Atlantio. New Holland Pacific Ocean Indian Ocean Atlantic	Dec. 7 Oct. 9 Fob. 20 June 7 July 12	Aug. 13, 1845 Mar. 10, 1844 June 17, 1844 May 6, 1844 Sept. 28, 1843	1, 300	500	14, 000 6, 00t 12, 00t	Sold 220 sperm. Sold 1,000 barrels whale at Bahia. Caprain Wood's boat was stave by a whale, and he died from exhaustion before help reached them. Brig Emeline withdrawn from the service 143.
Indian Ocean Pacific Ocean Indian Oceando Pacific Ocean Atlantic Pacific Oceando New Hollanddo	Sept. 14 July 1 Ost. 17 Mar. 25 June 30 Apr. 25	July 21, 184 Apr. 7, 184 May 3, 184	3 60 5 1,60 2 75 4 75 5 1,13	2, 31 2, 30 90 1, 0 1, 0 6 3, 0	0 18, 40 7, 00 10 17, 00 50 9, 00	Bought from Boston 1841. Firstmate, Edward Harris, died April, 1843, from effects of a fall down after-batchway.
Pacific OceandodoIndian OceanAtlantic	Apr. 2 Aug. 20 Sept. 1 Mar. 1	Apr. 14, 184 Mar. 6, 184 Mar. 5, 184 Mar. 5, 184	44 3	or 1,5	00 28, 96 50 8, 06 00 20, 06	Bull at Mattapoisett, real. First mate, Eben, Peck, taken out of his boat by a line and lost. Sold 100 barrels whale at Hobart Town.
Pacific Ocean Arlantic Indian Oceandodododo Pacific Ocean New Holland Indian Ocean Pacific Ocean Atlantic Pacific Ocean Atlantic	June 1 June 1 June 1 July May 1 Sept. 1 Dec. 1 Nov. 1 Nov. June Mar. Jan. June	2 May 16, 18 0 Apr. 22, 18 1 May -, 18 9 July 19, 18 8 Mar. 11, 18 2 May 31, 18 19 Sept, 18 10 July 29, 18 10 Oct. 31, 10 11 Nov. 8, 1 12 Nov. 8, 1 14 Apr. 15, 1 15 Aug. 12, 1	43 2, 34 44 1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1,	1, 3 3, 3 100 150 1, 0 1,	000 22, 0 250 22, 5 300 2, 5 830 3, 0 6, 0 600 16, 0 250 27, 0 100 17, 3 350 18, 340 18, 400 18,	ool oo
Pacific Ocean Indian Ocean Indian Ocean Indian Ocean Atlantic Pacific Ocean Atlantic Ocean Atlantic Ocean Indian Ocean Ind	a June a Jan. In Nov. Sept. May In June June In June June Aug Aug Aug May July Apr Aug May July Lect Lect Lect Lect Lect Lect Lect Lect	2 May 10, 29 May 5, 3 May 5, 1 Oct. —, 6 Sept. 20, 6 Sept. 16, 30 June 23, 0ct. 10, 925 June 30, 3 P Feb. 25, 12 July 19, 4 July 24, 9 Dec. 14, 24 Feb. 14, 7, 19 May 10, 7, 19 May 10, 7, 11	1843 1844 1843 1845 1843 1843 1843 1843 1843 1844 1844 1844 1845 1845 1845	500, 000, 100 1, 500, 300 1 300 1 850, 80 1, 250, 300 750 800 800 800 800 800 800 800 800 800 8	, 650 13, 150, 700 20 60 60 60 60 60 60 60 60 60 60 60 60 60	200
Indian Oce	an Nov	v. 18 Mar. — v. 18 Feb. 27 c. 92 Nov. 19	1844 1844	200 1, 250 330 380	2, 100 9 800 1, 500	1, 000 6, 400 Condemned at Sandwich Islands, 1845; of shipped home. Sent home 5,850.

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.	
1841.					
Nantucket, Mass.			Mandania C. C. C.	T. & P. Macy	
	Ship do do	339 329 387	Frederick S. Coffin Alexander Coffin George Joy William Keene	T. & P. Macy. Daniel Jones C. G. & H. Coffln C. Mitchell & Co	
bavid Paddack dward Cary Elizabeth Starbuck Oster Tranklin	do do do do	317 246	John Hussey, jr John Tobey Henry Bigelow John C. Congdon Shubael Ray	Daniel Jones Jas. Athearn Levi Starbuck R. Mitchell & Sons Jas. Athearn	
langesIoroIoroIoward	do do do	315 313 364 296	George Pitman William S. Chase Alexauder Bunker Isaac Stockman	David Joy	
fapan Levi Starbuck	do do	332 376 273	Jus. P. Nyo	Barker & Athearn Levi Starbuck William R. Easton	
Monticello Massachusetts Montano Nantuoket	do do do	358 360 365 350	Seth Nickerson Roswell M. Coon	Barker & Athearn H. G. O. Dunham	
Navigator Narraganset Orion Ohio Ohio	do do do	333 398 354 381 354	Charles W Coffin James Nichols Varamus Smith Elihu Coffin	Aaron Mitchell	
Octomac Penobscot Susan Three Brothers Tyleston United Status	Ship Brig Ship do Brig	356 138 346 38 11	6 Isaac B. Hussey 5 Carr Reuben Russell 4 Jos. Mitchell, 2d 1 — Brown	T. & P. Maey	
Fairhaven, Mass.					
Acushnet Adeline Gibbs Amazon Clifford Wayne	do do do	. 38 31 30	Baylies Clarke Crowell Mayhew	Nathan Church E. Sawin	
Columbus Friendship George Harvest	do do Bark Ship	36 36 36 31	66 — Taber	Fish & Huttlestone. Jabez Delano, jr. Nathan Church.	
Hespor Isabella Java Lagrange	Ship	26 26 26 26 26	43 — Netcher 94 — Lane 80 — Stetson 15 — Morher	do	
Martha Oregon	do	3	98 —— Sayer	Nathan Church L. C. Tripp	
Sharon			Benjamin		
William & Henry	do .	2	реприши		
New London, Conn.	Ship .	9	Middletown.	Havens & Smith	
Ann Maria	Ship .		299 P ndleton		

showing returns of whaling-vessels

т	
ain.	Managing owner or agent.
S. Coffin Coffin eeue ey, jry.	T. & P. Macy. Daniel Jones C. G. & H. Coffin C. Mitchell & Co Daniel Jones Jas. Athearn Levi Starbuck R. Mitchell & Sons.
ingdon iman Chase Bunker	David Joy
F. Riddell . Saxter Coggeshall.	William R. Easton
Coggeshall.erson	Matthew Crosby Christopher Wyer Frederick Hussey
fin rbeth Tussey tussell chell, 2d	William Bartlett
Worth	Bradford, Fuller & Co
arke owell ayhew ish wift	Jahez Delano, jr
nith	do
Vorris	Gibbs & Jenney

Havens & Smith

HISTORY OF THE AMERICAN WHALE FISHERY.

	De	ito-	Result	of vo	yage.	
Whaling- ground.	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalehone.	Remarks.
Pacific Ocean do	Sept. 4 Oct. 25 Oct. 25 Sept. 26 Aug. 21 July 28 Sept. 29 Nov. 1 Aug. 31 Sept. 17 May 20 July 28 Aug. 2 Aug. 2 Aug. 2 Aug. 2 July 28 Tuly 28 Sept. 29 July 29 Sept. 29 July	July 15, 184 Mar. 24, 184 Apr. 10, 184 May 12, 184 May 7, 184 Oct. 25, 164 Nov. 14, 184 May 3, 184 May 10, 184	1, 446 732 836 1, 965 540 5 1, 896 5 1, 057 1, 255 1, 255 1, 275 5 1, 275 5 1, 737 5 1, 737 5 2, 955	1 47 47 1, 3 1, 3 1, 3	7	Peter F. Swain, 2d mate, taken out of his boat by a foul line January 21, 1842. New this voyage; built at Medford. New this voyage; built at Rochester. Sold to New Bedford. Lost near Trinidad, May, 1842; had 280
Pacific Ocean Atlantic Pacific Oceando Atlantic Pacific Ocean	Nov. 19 Sept. 20 Dec. 9 July 19 June 1	May 4, 184 May 17, 184 May 27, 184 May 27, 184 Nov. 6, 184 7 Sept. 5, 186	15 2, 35 16 63 15 2, 15 12 22 15 1, 45	1,4	105 12, 00 22	sperm. Built at Mattapoisett; new this voyage.
Pacific Oceando	Sept. May Sept. May Sept. May Sept.	15 July 23, 18 16 6 Sept. —, 18 6 Apr. 9, 18 3 July 9, 18 1 Aug. 15, 18 10 Mar. 23, 18 15 June 16, 18 7 Aug. —, 18 14 May 8, 16 12 Apr. 19, 18 10 Aug. 4, 11 20 Mar. 31, 18 21 Feb. 10, 14	43 5 44 1, 7 44 1, 7 44 1, 9 44 1, 9 45 2, 1 44 5 84 6 84 1	00 1, 00 1, 00 2, 00 2, 00 1, 50 2, 00 0, 00 0, 00 1, 50 0, 00 1, 50 0, 00 1, 50 0, 1, 50 0, 1, 50 0, 1, 50 0, 1, 55 0,	350 13, 50 300 8, 60 000 20, 00 500 24, 00 750 200 17, 60 800 28, 00 000 10, 0 200 12, 0 000 12, 0	Lost on Cadmus Island August 3, 1842. Sold 210 sperm on voyage. Withdrawn 1847. Sold to New Bedford 1844. On the crew having mutinied and killed Captain Norris. Returned in consequence of sickness among the officers. Bought from Salem.
Indian Ocea South Atlan						Lost off Saint Paul's August 30, 1842; run into by French ship Ajax. Lost at Two People's Bay August 29, 1842.

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing age	owner or
1941.					
New London, ConnContinued.				Joseph Law	rence
vis	Ship	299 -			
loaton	Bark	291	Hamsted		
helsea	Ship	396	Potts Benjamin .	Williams &	Barnes
elematia	Bark	279	- Pendleton	Jos. Lawre	aco
	do	232 398	Brown Crocker	Frink Cho	W & Co
Columbus	Brig	159	Holt	Williams &	Barnes
	Ship	348	Ward Mayhew .	N. & W. W	. Billings
FloraFlora	do	403	Brown Holland	Benjamin	Smith
	Brig	98	Hull	Lyman Al	VD
Francis	Ship Bark	245	Douglass	Frink, Che	w & Co Smith
Jones	do	1			
Julius Cæsar	Ship		Gibson	Frink, Ch	7. Billings w & C3
Jason	do	460	Chester		
	do		Baker	N. & W. V	& Barnes 7. Billings w & Co
Phonix	do	. 342	Prentiss .	Joe Lowr	ew & Co
Dombroko	Bark		Church	Fitch & L	ence eonard
Peruvian	Schoon	er 96	Harris	William 1	Smith
Somerset	Brig	134	Fitch	Daniel Fi	tch
	Ship	389	Budding	ton N. & W. V	V. Billings
William C. Nye	Smp				
Westport, Mass.	Bark.	167	Macomb	er Davis &	Corey
Barclay		209	Sowle	Lob Dowi	Hicks
	do Brig		Cook	A. B. Giff	ord
Elizabeth		130	Smith.	Davis &	Corey Hicks
President Theophilus Chase	Bark.	16	Raker	Henry W	Hicks licox Mayhew
Theophilus Chase Thos. Winslow	Brig .		Manche	ster Thos. W	Maynew
Provincetown, Mass.					
Della Talo	School			Ahrahar	n Small
FairyFranklin	Brig .	18		Robert S	oper
Gem	do .		Fluker.		P. Johnson
Tohn R Dods	do .	16		E. S. Sm	Small
Phonix		18	A James Small	Step. Ni	ckerson
Commol and Thomas,	or Dilk	19	Soper	Samuel	Soper
William Henry	do	1	- Nyder	G. 203 as	
Mattapoisett, Mass.			no.	Soth Tor	eeman
Annawana	Brig	1	59 —— Pool 33 —— Mayhe	Wilson	Barstow
Edward	Bark	9	19 Bates .	R. L. B	arstow
LagrangeLe Baron	Brig	1	70 Parker	G. Bars	tow & Son.
Le Baron	dr	1	50 Bright	G. Bare	d Hammond tow & Son.
Richard Henry		1	29 Wing	N. E. B	ates
Two Sisters	do		22 Bolles	dc	
Note.—Brig Chase, Lumbert, sa	Bell				
April 5; was abandoned at sea A					

showing returns of whaling-vessels

otain.	Managing owner or agent.
ndleton	do
njamin ndleten own ocker.	Jos. Lawrence Benjamin Brown Frink, Chow & Co Williams & Barnes do
own olland ull ouglass	Benjamin Brown Havens & Smith Lyman Allyn Frink, Chew & Co Havens & Smith
ibson kinner hester late Prentiss hurch srown larris seck Fitch	Williams & Barnes N. & W. W. Billings Frink, Chew & Co. Jos. Lawrence Fitch & Leonard Havens & Smith William Beck.
Macomber Sowle Francis Cook Smith Southwort Baker Mancheste	Davis & Corey. Andrew Hicks Job Davis. A, B. Gifford. Davis & Corey. h Andrew Hicks Henry Wilcox
Cook Ginn Soper Fluker Prior Small Small Soper Ryder	Robert Soper Timothy P. Johnson E. S. Smith Leonard Small Step. Nickerson Samuel Soper
Pool Mayhew Bates Pexter Parker Brightm Snow Wing Bolles	E. Willis

Whaling- ground.	Date-		Result of voyage.			
	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	Remarks.
Indian Ocean New Zealand Indian Ocean do do South Seas south Atlantic Indian Ocean New Zealand Indian Ocean South Atlantic Indian Ocean South Atlantic Indian Ocean South Atlantic Indian Ocean do do South Atlantic Crozette Islam South Atlantic	Aug. 7 Aug. 8 June 12 Aug. 18 June 25 July 91 July 19 July 19 July 17 Nov. 8 Feb. 18 Aug. 9 July 10 Aug. 14 Aug. 14 Aug. 14 Aug. 15 Sept. 25 5 June 10 July 30 July 10 Aug. 11 Aug. 11 Aug. 12 Aug. 12 Aug. 12 Aug. 14 Aug. 17 Aug. 18 Aug. 18 Aug. 19 Aug. 18 Aug. 19	June 1, 1845 May 9, 1844 Aug. 30, 1845 Mar. 15, 1845 June 17, 1845 Apr. 6, 1845 June 10, 1846 May 15, 1845 May 24, 1845 July —, 1846 July —, 1846	300 300 200 600 400 500 300 300 301 301 311 412 413 311 413 413 113 113 113 114 114 115 114 115 115 115 115 115 115	2 200 1,800 0 1,600 0 2,000 0 2,200 0 2,200 0 2,200 0 2,12 10 1,900 0 2,12 1,900 1,900 2,33 3,33 3,33 3,33 2,5 1,3	00 33, 20 00 26, 40 70 23, 00 00 10, 40 00 19, 20 00 19, 20	Sold 470 whale at Rio. Lost at the Falklands 1842. Sold 250 sperm; broken up at home after this voyage. Condemned at Cape Town 1844. Sold with her cargo at Rio Janeiro. Bought from Now York. Sold whale-oll a Rio; brought 500 seal-skins.
Pacific Ocean Atlantic	July May July May May May May Sept. May Nov. Mar. Feb. Jan. { Feb. J July Feb. Jan.	8 Nov. 10, 18 17 Jan. 28, 16 18 May 6, 18 18 May 6, 18 19 July 19, 10 10 Apr. 17, 18 10 Ct. 11, 18 12 Sept. 30, 18 10 Nov. 1, 11 20 Nov. 1, 11 30 June 18, 1 30 June 18, 1 30 Nov. 1, 1 30 June 18, 1 4 Nov. 9, 1 31 Nov. 1, 1 32 Sept. 14, 1 6 Nov. 9, 1 34 Nov. 9, 1 35 Sept. 14, 1 6 Nov. 9, 1 36 Leg. 18, 18, 18	42 42 42 42 42 442 442 443 443 442 642 642 841 841 841	457 314 273 260 230 270 370 130 120 220 220 33 240 150 340	30 35 30 40 30	Broken up at Westport 1842. Broken up at Westport 1842. Bought from Boston 1841.
Atlantic do	Mar. Mar. Mar. Mur. Mur. Mur. Mur. Mur. Mur. Mur. Mu	8 Nov. 23, 10 Feb. 7, 29 Apr. 4, 0 12 Oct. 12, 22	1849 1849 1844 1842	350 300 160 200 260 400 450 439 300 40	750 7	Sold to Newport 1844. Sold to Stonington.

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.		Captain.	Managing owner or agent.
1841.					
Wareham, Mass.					M S. F. Toher
	Brig	148	-	Lumbard	M. S. F. Tobey
Inga Montezuna Meridian	do do	169 195 73	5 -	Cudworth Shiverick Russell	do
Plymouth, Mass.			1	771	Richard W. Holmes
Exchange Maracaibo James Munroe Mary and Martha Mercury	Schooner Brig do Ship Schoonerdo	9; 11: 31	34: -	King Pope Dike Coffin Nickerson	Richard W. Holmes Atwood I. Drew Isaac I. Hedge James Bartlett Isaac Barnes, jr Bradford Barner, jr
Vesper	ao	1 8	1-		
Somerset, Mass. Jane Pilgrim	Bark Brig			Manchester	Wheaton Lutherdo
Duxbury, Mass.	Deat.		×	Coffin	George Frazier
Sophia and Eliza	Bark	1 34	"		
Fall River, Mass. Ann Maria. Gold Hunter Leonidas Otranto Panama Rowena	Bark Ship Brig Bark Shipdo	111111111111111111111111111111111111111	96 - 81 - 26 - 50 - 52 -	Carr	Cranston Wilcox
Freetown, Mass.					
Elizabeth	. Bark	3	- 346	Winslow	
Providence, R. I. Balance Bowdlitch Brinswick Gassauder Lexington Lion	do do		390 390 295 299 390 201	Reed	Thomas Fletcher Amherst Everett Nathaniel Potter Amherst Everett William Earle
Bristol, R. I.	Bark	1	992	Moores	Bryon Diman
Anna Emigrant	Bark		180	Lake	Samuel Church
Gov. Hopkins Leonidas Troy	Brig Ship Brig		111 353 156	Wilcox King Sherman	do
Note.—The Sarah Lee, of Bristo- sailed in November, 1841, but re- turned, damaged by a gale, in tw- weeks after. She was then with drawn, and soon after lost in the merchant service.	l, B- 'O 1-				
Newport, R. I. Margaret	Ship .		375		Munroe.
Martha	do do Schoo Brig	ner	971 350 196	Davenport Joseph Shearman Smyley William Barker Tripp	R. Coggeshall

owing returns of whaling-vessels

1									
n.	Managing owner or agent.								
ard orth rick	M. S. F. Tobey								
erson	Richard W. Holmes Atwood L. Drew Isaao E. Hedge James Bartlett Isaao Barnes, jr Bradford Barner, jr								
cheater	Wheaton Lutherdo								
dor.	J. S. Barnard Nathan Durfee Noah Hathaway Cranston Wilcox J. S. Barnard								
ddnplinnis									
ores ke lcox erman	William R. Taylor								
enney avenport dhearman nyley Barker ripp	Munroe.								

	Da	ate-	Result	of voy	nge.	
Whaling- ground.		Sperm-oil.	Whale-oil.	Whatebone	Remarks.	
Atlanticdododo	June 1	Oct. 1, 1842 Apr. 11, 1849 July —, 1843 July 4, 1842	450 816 400		Lbs.	Bought from New York 1841. Took 18 pounds ambergris. Withdrawn.
Atlanticdodo	Sept. 25 July 28 June 16	Oct. 17, 1842 May —, 1843 June 18, 1842 Dec. 25, 1845 Sept. 19, 1841 Oct. 10, 1841 July 28, 1842	100 100 170 150	13		Sold to New Bedford 1846.
Indian Ocean . Atlantic Indian Ocean .	May 97	Apr. 22, 1843 June 1, 1842 Apr. 26, 1844	9360		4, 330 7, 000	Sold to Stonington 1844.
South Atlantic Indian Ocean . Atlanticdodododododo	May 22 May 4 Sept. 16 Nov. 21	Dec. 10, 1845 July —, 1845 May 3, 1845 June 10, 1845 Dec. 20, 1845 July —, 1845	200 2 350 2 110	1, 300	21, 600	Bought from New York 1841. Lost part of her officers and crew by African fever. Returned leaking.
Indian Ocean				850	8, 500	Captain Winslow and his boat's crew carried down by a whale.
Indian Ocean Pacific Ocean Indian Ocean Pacific Ocean do Indian Ocean Pacific Ocean	July 20 Aug. 9 Nov. 15 June 20 Dec.	Mar. —, 184 July 4, 184 July 9, 184 Feb. —, 184 Apr. 3, 184	3 190 3 150 4 400 4 300 5 50	2, 410 0 85 0 1, 30 0 3, 20	0 35, 000 0 36, 000 0 14, 000 0 32, 000	Sold 600 whate at Bana. Sold to New Bedford.
Indian Ocean Atlantic	June 9 Mar.	Nov. 3, 184		0	3,00	ary, 1843; clean.
Pacific Ocean	Nov. Nov. S	4 Oct. 30, 18 Apr. 10, 18	1, 6 1, 4	50 00 1, 2	00 13, 0	••
do	Sept.	Oct. 4, 18	943		20	Returned in August, 1842, with 30 sperm sailed in August, 1842, and was condemned in Patagonia, September 8, 1843.

Table showing returns of whaling-ressels

Name of vessel.	Class.	Tourstr.	Captain.	Managing owner of agent.
1841.				
Mustic, Conn.			Dulon	Charles Mallory
Blackstone Jander Jaor	Barkdo Brig	936 913 96	Baker Bailey Stephens	do
New Suffolk, Conn.	. Bark	974	Brown	Ira B. Tutbill
				2 2 22 22 3
Bridgeport, Conn. Atlantic Hamilton	Ship	991 359	Bishop	Samuel H. Ford Sherwood Sterling
Cold Spring, N. Y. Monmouth Tuscarets	Bark Ship	2551 379	Hedges	0000
Greenport, N. Y.	Ship	339	Fordham	H. & N. Corwin
Bayard		314	Glover	
Roanoke	Bark Brig		Corwin	Samuel Landon
Seraph	Ship	1	Case	H. & N. Corwin
Triad	Shipdo		Griffin	00
Sag Harbor, N. Y.	Bark.	986	Havens	Mulford & Sleight
Acasta	Ship .	200		Mulford & Howen
Arabella	do .		Smith	Mulford & Sleight
Cadmus		345	Edvards.	Luther D. Cook
		340	Royce	Mulford & Howell
Crescent Daniel Webster	do .		- Fordham	N. & G. Howell
Fanny	do .	41	- Edwards	Hunting Cooner
Franklin	do	39	Worth	t Tillommidian
Henry Hannibal	Ship	33	Bennett	S. & B. Hunting & Co
Hannibal	do	20	3 Loper	
Monmonth	A.	33	Ludlow	S. &. B. Hunting & Co.
Monworth	. do	98		
O. C. Raymond.	do		Crowell	N. & G. Howen.
Panama	do	29		Mulford & Sleight
Neptune Nimrod. O. C. Raymond. Panama Portland 8. Richards	do	4	4 Hedges .	Thomas Drown
Timines	l do	3	Osborn	Hunting Cooper
			15 Davis Miller	
Wickford	Ship		80 Smith	*******
Warren, R. I.				S. Child and Jas. Cof
	Ship		85 Gifford Pickens	Charles Luther.
Crawiord	Shir	3	60 Littlefie	John R. Wheaton
Chariot Exchange Rosalta Vermont	Bar Shi	k	80 Luce Eddy	Joseph Siliten
Rosalia	Bri	2	154 Martin.	Child & Fessenden.
Wm. Baker	Shi	p	225 — Gifford.	
Salem, Mass.				James W. Cheever
Satem, mass.		k	262 Chase	James W. Onouver

AND FISHERIES.

owing returns of whaling-ressels

	Managing owner or agent.
	Charles Mallorydodo
	Ira H. Tutbill
	Samuel H. Ford Sherwood Sterling
am	Samuel Landon
	H. & N. Corwindo
ne	Mulford & Sleight Mulford & Sleight Charles T. Dering Luther D. Cook Post & Sherry Mulford & Howell N. & G. Howell Hunting Cooper d & Li Tlommidieu S. & B. Hunting & Co
ges low ers	S. & B. Hunting & Co. C. T. Dering & Co.
vell ne ing ges ens	S. & B. Hunting & Co. Mulford & Sleight Thomas Brown Mulford & Sleight Hunting Cooper
er th	
fordkenstlefiolddydyrtin	S. Child and Jas. Coffin Charles Luther. N. M. Wheaton John R. Wheaton Joseph Smith Stephen Martin Child & Fessenden.
ase	
dge	S. C. Phillips

HISTORY OF THE AMERICAN WHALE FISHERY.

ne "ing from American ports-Continued.

	D	ate-	Rosult	of vo	yage.	
Whalings ground		Sperm-oil.	Whale-oil.	Whalebese.	Remarks.	
Indian Ocean Crozette Island South Atlantic	May 17 Aug. 16 July 19	Apr. 25, 1843 May 23, 1843	Bbla. 300	Bbls. 1,600 1,600	Lbs. 19, 800 13, 000	Lost on the Crozettes, October 26, 1841.
New Zealand	July 19	May 1, 1843	900	2, 000	16, 000	
Crozette Island	Sept. — July 97	July 2, 1842 June —, 1843	100 800	1, 400 2, 100	10, 000 16, ∋00	
South Atlantic Indian Ocean .	Sept. 19 Aug. 3	June 27, 1842 June —, 1833	75	1, 850 1, 773	14, 000	
Crozette Island South Seas South Atlantic Atlantic New Zealand . South Atlantic	July 3	July 23, 184a	300 500	1,40	15, 200 11, 200 0 16, 800 0 13, 600	Had 150 aperm, 75 whale; condemned and sold at Rio Janeiro, January, 1842.
South Atlantic New Zealand Crozette Island South Atlantic do	July 11 d Sept. 20 c. Oct. 11 Dec. 1 June 2 d Sept. 2 July 1 May 2 Oct. July 1 Sept. 2 July 1	5 Mar. 17, 184 5 June 28, 184 6 Aug. —, 184 6 Mar. 16, 184 7 Aug. —, 184 6 June 1, 184 1 Oct. —, 184 1 June 10, 184 2 Apr. 9, 184 6 Aug. 5, 184 6 May 10, 184	3 60 4 500 3 30 3 30	0 3, 90 0 3, 06 0 1, 00 0 1, 20 0 1, 20 3, 30 2, 5 0 2, 4 0 2, 2	00	Sold 1,500 whale, at Rio Janeiro.
Indian Ocean South Atlantido New Zealand South Atlanti New Holland New Zealand Indian Ocean New Zealanddododododododododododododododo	c Nov. 1 Sept. 1 June c Oct. Sept. 9 July June 6 July July July July June Lucy Lucy Lucy Lucy Lucy Lucy Lucy Lucy	1 May 7, 184 July 11, 184 6 Oct. —, 18- 8 June 23, 18- 10 Nov. —, 18- 4 June 18, 18- 2 Apr. 22, 18- 2 18- 2 18- 3 18-	13	1, 86 2, 6 30 3, 5 60 2, 2 30 3, 5 60 3, 3 60 3, 3 60 3, 3 60 3, 3 60 3, 3 60 3, 3 60 60 60 60 60 60 60 60 60 60	50 5,00 50 21,90 00 70 30,00	Belongs to Cold spring. Sold at Valparaiso, 1843. Color of Captain Osborne died July, 1842. Withdrawn, 1843.
Pacific Ocean South Arlant Pacific Ocean Indian Ocean New Zealand South Atlant Indian Ocean	July July May Sept. July ic Apr.	17 Oct. 17, 18 7 Jan. —, 18 17 Nov. —, 18 16 Apr. 15, 18 30 Jan. 4, 18	44 4 43 1, 0 49	100 St, 100 St	300 6 , 0 300 26 , 0 300 12 , 0	Condemned, 1843. Lost first and second mate; 7 months out. Returned leaking.
Indian Ocean		3 12 Oct. 20, 10		500		Condemned at Tahiti, July, 1843; had 900 sperm.

Table showing returns of whaling-ressels

Name of vessel.	Class.	Tonnação	Captain.	Managing owner or agent.
1841.				
Ealem, Mass.—Continued. Henry James Maury	Bark Bhip	305 I	Manchester Benjamin R. Hussey	John B. Osgood
Edgartown, Mass.				Jos. Marhew
Athalia	Bark Ship do Brig Bark Brig Ship	169 399 348 450 174 156 434		Jos. Mayhew
Stonington, Conn.	ghie	AAC	Hancox	Charles P. Williams
Caledonia	Ship do do do do Bark Brig Ship	446 997 951 941 393 978 199 200	Hancox Pendiston Forsyth Brewster Pendiston Brewster Barum Swan	do
Falmouth, Mass. Commodore Morris Wm. Penn	Ship	350 364	Charles Downs John C. Lincoln	Oliver C. Swift Obed Goodspeed
Holmes's Hole, Mass.	gs.+-	338	West	Thomas Bradley
Delphos	Ship	338		
Sippican, Mass. Drymo	Bark	. 262	Hammond	
Heela		207	Crapo	J. S. Bates N. E. Bates
Hudson, N. Y.	Ship	. 369	Whelden	Barnard Curtis & Co
Poughkeepsie, N. Y.	Ship	343	Howland	David S. Shear.nan
New York, N. Y. Autumn				
Caledonia			W1.4.	au Chandwan & Howel
Sabina				J II Stanhana
Newark, N. J. John Wella	Ship	36	Russell	J. H. Stephens
Wilmington, Del. Ceres	Ship do .	30	Howland	
Lucy Ann	do .	30	00 { Cox	
Boston, Mass.				
Creole	Bark Brig Bark	10	99 — Cook	

AND FISHERIES.

showing returns of whaling-vessels

iln.	Managing owner or agent.
chester i. Hummey	John B. Oegood
hew ins ms se	Jos. Mayhew. Grafton Norton Benjamin Worth Calvin C. Adams John O. Morse Benjamin Worth John O. Morse
deton alteton syth water deton water	dododododododododododododo
ownsincoln	
ent	Thomas Bradley
baomm	Elisha Luce
apo	N. E. Bates
helden	Barnard Curtis & Co
owland	David S. Shear.nan
nnsing	D. & A. Kingslanddo
late	Slate, Gardner & Howell
tussell	J. H. Stephens
yres Iowland Cox King	

	11	ate—	Result	of vo	yage.	
Whaling- ground.	Of sailing.	Of arrival.	Spermeil	Whate-ell.	Whalebone	Remarks.
Indian Ocean do	Oct. 14 Mar. 11	Apr. 15, 1945 Feb. 19, 1845	Bbla. 140 1,400	Bhla. 1100 500	Lbs. 2, 406 3, 600	Sold to New Bedford, 1845. Captain Hossey died June 15, 1844; Charles F. Pinkham, first mate, died September, 1844.
Atlantic	June 3 Aug. 19 Jan. 5 May 8 Apr. 6 May 17 Sept. 15	Dec. 6, 1842 Apr. 3, 1845 July 24, 1844 Dec. 16, 1842 Sept. 2, 1842 Oct. 9, 1842 Jan. —, 1844	490 1, 300 700 350 175 400 400	1,500	14, 000 15, 000 30, 000	Withdrawn for merchant service. Bought from New York 1841. Do. Bought from Woods Hole 1841.
New Zoaland do Pacific Ocean Crozette Island do New Zeuland Atlantio New Zoaland	June 16 Nov. — June 1 Oct. — Nov. — July 1 July — July 15	Apr. 25, 1843 Mar. 18, 1844 Mar. 15, 1843 May 4, 1843 Mar. 14, 1844 May —, 1844	80 150 500 950 100 195 400	9, 200 1, 50 1, 700 9, 200 1, 875	24, 900 18, 000 12, 000 43, 600 32, 000 15, 000	Bought from Dorchester. Condemned at Madeira 1841.
Pacific Ocean	Nov. 30 Oct. 95	May 3, 1945 Apr. 2, 1845	1, 450 1, 300	40 100	\$2, 000	Built 1841. 21,000 pounds bone on freight from ship Stonington, of New London.
New Holland	June 30 Aug. 5 Aug. 16 July 24	Aug. —, 1843 May 21, 1844 Mar. —, 1845	600		13, 600	Bought from Boston 1841; sold to Fairhaven, 1844. Bought from New York 1841.
Indian Ocean .	July 30	Apr. 5, 1844	400		34, 000	whaler.
Atlantic	Jan. 6	Oct. 14, 1849	150	150	30,000	Condemned and sold at Saint Thomas, March, 1842.
N. W. Coast	July 20	May 9, 184				
Pacific Ocean . Indian Ocean . do	Aug. 1 Dec. 1s Oct. 6 Nov. 2s	June 4, 1844 Oct. 25, 184	1 2 40		0 11, 000 0 12, 800	(Returned once, small-pox having broken
South Atlantic Atlantic	. Apr. 19	Dec. 8, 1849 May 19, 1849	2 25 2 20		0	Withdrawn 1843. Fama sold on the voyage; had 600 sperm and 1,000 whale,

Table showing returns of whaling-ressels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
and the Advisorable descention a modern we				
1841.				G. & N. Sturtevant & Co.
Boston, Mass.—Continued.	Brig	179 S. Ge	Atkins	do
Dartmouth, Mass.	Ship	. 381	_ Ray	Prince Sears
Bucksport, Me.	Schoone	r	- Grogin	
Gloucester, Mass.	Schoone	or 114	_ Jewett	
1842.				- 6 M
New Bedford, Mass. Agate Alexander Anathyst Augusta	Brigdodo	359 314	Cornell Deroin Reynard Davis	J. A. Parker & Son William R. Rodman
Bogota	Brig	155 12	11. 2 (11.	m m mleen
Brighton Calino Cambria California Garoline Charles Drew Canton Chase Chas. Frederick Ecoro Copia Cortes Courier Cornelin Charlestown Packet Oral. Draper Drages Emily Morgan Ennea Enterprise Euphrates Penelon Garhand Grand Turk George and Martha Haroules Hibernia	do .	369 G 369 G 369 G 369 G 361 G 341 G 400 G 317 G 317 G 315 G 321 G 322 G 323 G	Cox Norton Harding corge Lawrence, ji McKenzie. Carey Mest Allen Taber. Taber. Hammond Marchant Bandall Seabury Lawton Clark P. W. Ewer Ball Hathaway Soranton Cushman Taylor Smalley Ricketson Sanford	James Arnold I. Howland, jr., & Co. Purlon C. Soabury Villiam Gifford Jerry & Tillinghast Barton Ricketson J. A. Parker & Son. Lemuel Kollockdo George Howland Randall & Haskel Lemuel Kollock Levi L. Crane. Gideon Allen Joseph L. mbar & Co. Tohoy & Ricketson C. W. Morgan Daniel Tripp Alfred Gibbs Lawrence Grinnell. B. B. Howard J. D. Thompson George Howland Barton Ricketson Randall & Haskell Jireb Perry Alfred Gibbs
James		do 321	J. K. Turner	
Janius		ark 198	Bennett.	Alexander Gibbs.
Jasper Jeannette Juno Lyncaster	SI B Si	do 22 hip 34 rig 12 hip 36 do 23	Maybew Spooner Barker	Barton Ricketson

howing returns of whaling-vessels

ain.	Managing owner or agent.
	- manufacture of American
ins	G. & N. Sturtevant & Co.
; . 	Prince Sears
ogin	
wett	
ornell ornin eynard	J. A. Parker & Son William R. Rodman
ller	I. H. Bartlett
ox	Henry Tapor & Co
Iarding Lawrence, jr McKenzie Jarey Leary West Allen	Pardon G. Seabury William Gifford. J. Perry & Tillinghast. Barton Ricketson. J. A. Parker & Son
Taber Taber Hammond Marchant Devoll Randall Seabury Lawton	George Howland Randall & Haskell Lemuel Kollock Levi L. Crano Gideon Allen Gideon Allen
Clark Ewer Ball Bailey	
Hathaway. Soranton. Cushman. Taylor Sinalley. Ricketson Sanford.	George Howland. Barton Ricketson. Randall & Haskell Jirch Perry.
, Turner	T. & A. R. Nye
rles Church	Andrew Robeson

Alexander Gibbs.....
B. Richmond...
Barton Ricketson
T. & A. H. Nye...
F. S. Hathaway...

Bennett
Maybew
Spooner
Barker
Nye

	D	ate-	Result	of vo	yage.	
Whaling-graning. Sulling Journal of arrival	Sperm-oil.	Whale-oil.	Whalebone.	Remarks.		
Atlantic	Jan. 25 Jan. 25	May 3, 1842 Apr. 26, 1842	Bbls. 400 400	Bbbs. 60	Lbs.	
Pacific Ocean	Nov. 27					Bought from Newburgh.
West'n Islands	June 18	Sept. 10, 1842	110			Withdrawn.
Atlantic	Mar. 4					Bought from Boston; last reported December 28, 1841, at Havana.
Atlantic	June 7 Aug. 2 Nov. 1 June 7 Aug. 2 Nov. 1 June 3 June 3 June 3 June 3 June 3 June 3 Oct. May 4 June 3 Oct. May 1 Feb. Nov. 1	July 28, 184 June 14, 184 June 26, 184 Mar. 13, 184 June 2, 184 June 2, 184 June 2, 184 July 7, 184 July 7, 184 July 7, 184 July 1, 184 June 2, 184 June 2, 184 June 2, 186 June 2, 186 Apr. 18, 186 June 2, 186 June 2, 186 June 2, 186 June 2, 186 June 13, 184	19 11 15 15 15 16 15 16 16 17 16 16 17 16 16 17 16 16 17 16 16 17 16 16 17 16 16 17 16 16 17 16 16 17 16 16 17 16 16 17 16 16 17 16 16 17 16 16 17 16 16 17 16 16 17 16 16 17 16 16 17 16 16 17 16 16 16 17 16 16 16 17 16 16 16 17 16 16 16 17 16 16 16 17 16 16 16 16 16 16 16 16 16 16 16 16 16	00 2, 80 5 2, 80 1, 73 1, 73 2, 88 1, 73 2, 88 2, 80 2, 80 3, 1 90 1, 8 1, 8	000 14, 000 15, 00 15, 00 11, 000 11, 000 11, 000 11, 000 11, 000 12,	Put into Rio Janeiro October, 1834, acay. Condenned; oil (1,600 sperm) seut home. Wrecked April 14, 1842, off the coast of Africa, and condemned at Zanzibar; oil sent home. Built at Mattapoisett 1842; sent home about 20,000 pounds bone. Built 1842. Built 1842. Captain Ripley died September, 1844. Sailed under Captain Smith April 12; returned May 28, and left him sick. Sent home 22,000 pounds bone
Pacific Ocean Atlantic Pacific Ocean do	July Oct. S May	Apr. 27, 18 Apr. 4, 18 20 June 19, 18 May 1, 18	44 44 46	50 1, 100 1, 500 1,	300 3, 00 950 16, 00 500 1, 40 550 19, 0	100 100 100 Captain Post left ship at Valparaiso and returned home sick.
Pacific Ocean do South Atlant Indian Ocean	June May io Apr. Dec.	21 July 6, 18 20 Nov. 29, 18 23 Sept. 10, 18	45 45 2,	350 500 200 1.	750 7, 0 60 900 12, 0 900 16, 0	Condemned and broken up at home, 1843.
do	June	21 Jan. 14, 18	344	550 1,	400 14, 0	in consequence of a mutiny among her
do		22 June 9, 16 6 May 19, 1		270 1, 750	600 20, 0	100 Captain Taber, of James, came nome sicks, built at Mattapoisett 1842; sold 400 whale at Rio Jaueiro; shipped home 371 barrels sperm and 16,000 pounds bone.
Indian Ocea	n June	1 Apr. 9, 1 29 May 19, 1	844 845 1,	260 1 600	000 10,	River and rerigged 1842.
Atlantic Indian Ocea	n July	5 June 10, 1	845	3001.	, 000 20, 25	000

Table showing returns of whaling ressels

Name of vessel.	Class.	Tonnage.		Captain.	Managing owner or agent.
1842.					
New Bedford, Mass.—Continued.	1		1	Smith	I. H. Bartlett
verpool	Brig	306	6 -	Stort Stort	Abraham Barker
gan	do	309	31 -	Shockley	Tohey & Ricketson
1088	do	99	17	Hawes	Eddy & Thomas T. & A. R. Nye
ajesticaria Theresa	do	330		Taber	
	Bark			Smith	Abraham H. Howland I. Howland, jr., & Co
ary Frazier		28	37	Nickerson Lewis	H Taber & Co
ary	do	. 38	10	Ellis	C P Tucker
	Bark	. 25	54 -	I.1100	Glideon Allen
ilwood	Ship	. 39	96 -	Simmons	John Coggesball
agnolia	do	. 34	26 -	Parker	William Gifford
idas	. do	. 40		Macomber Horton	C. P. Tucker
	Bark	. 19	9: -	Taber	John R. Thornton
			40 -	Mason	Jireh Perry
autilus			140 -	Shearman	Barton Ricketson
Imrod		. "		Coggeshall	Cranston Willcox
tranto	Bark		150 -	Bassett	John A. Parker
	Ship	2	231 -	Tallman	J. D. Thompson
ioueer	do	. 3	332] -	Leavitt	
acific, 2d	Bark	2	235 -	Bourne Borker	Jona. Bourne, jr Abraham Barker
Rosecoe Roman, 2d	Ship	3	350 4	Alexander Barker Borden	
		3	319 - 281 -	Smith	Rodney French J. B. Wood & Co
			$\frac{281}{267}$ -	Foster	
St. Peter	do	. 3	302 -	Stewart	Barton Ricketson
South Carolina	do	3	APR 9 1 6	Samuel P Skinner	I. Howland, ir., & Co
Tohacco Plant	. do	3	300	Reuben Chase, 2d	1. Howland, Jr., & Co
Triton Waverly	do	3	327	Muuroe	do
			463	Ellis	Jirch Perry
Wm. Hamilton W. Thompson Washington			344	James G. Coffin	Jona. Bourne, jr
Washington			-	Seabury	Pardon G. Seabury
Zoroaster	arig .				
Fairhaven, Mass.	Ship		326	Smith	E. Sawin
	do .		336	Harding	Bradford, Fuller & Co.
Arab			148	Tohn Church	
Bruce E. L. B. Jenney	Ship .		380	John Church William Holley	Atking Adams
E. L. B. Jenney Eliza Adams	do .	1	403 262	Hathaway	Samuel Borden
Herald	do .	1	294	Magee	E Sawin
Maine	do .		335	Bonney	L. C. Tripp.
Mary Ann	do .	1	339	Crowell	E. Sawin Warren Delane
South Boston Wm. Wirt		• • • •	387	Motse	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,
Falmouth, Mass.		-		Toras	Elijah Swift
Brunette	Bark		187	Luce	2013/2017/11/2017
Edgartown, Mass.		i			Joseph Mayhew
	Brig			Worth	Compal Tilton
DeborahGournet	Schoo	oner	64	Samuel Tilton	John O. Morse
Dhino	Bark		. 174	Morse	Juni O. morec
Sarah and Eather	do		156		Benjamin Worth
Vesta	Drig		1		
Holmes' Hole, Mass.			1 -		Thomas Bradley
Macon	Ship		. 358	8 Merry	sees a morning aremaral

Managing owner or agent. n. J. H. Bartlett...... Abraham Barker 0..... I. Howland, jr., & Co... Tobey & Ricketson... Eddy & Thomas T, & A, R. Nye... ley Abraham H. Howland I. Howland, jr., & Co... H. Taber & Co... C. R. Tucker Gideon Allen C. W. Morgan John Coggeshall William Gifford C. R. Tucker John R. Thornton Jireh Perry erson.... Barton Ricketson..... rman Barton Ricketson. Cranston Willcox. John A. Parker. J. D. Thompson. Andrew Robeson Jona. Bourne, jr. Abraham Barker. D. R. Greene & Co. Rodney French J. B. Wood & Co. Barton Ricketson. William It. Rodman. I. Howland, jr., & Co. ...do ...do ...do ...Jireh Perry. Jona. Bourne, jr. ceshall cett man ritte man ritte me Barker leu che cer swart Skinner nase, 2d nroe bury..... Pardon G. Seabury..... ithdo Bradford, Fuller & Co. Gibbs & Jonney Atkins Adams Samuel Borden L. Sawin L. C. Tripp E. Sawin Warren Dolano Elijah Swift 100. Joseph Mayhew Samuel Tilton John O. Morse orth..... Filton orse.... ambert nith Benjamin Worth

Thomas Bradley

lerry.....

HISTORY OF THE AMERICAN WHALE FISHERY.

Date		ate-	Result	of vo	yage.		
Whaling-ground.	Sperm-oil.	Whale-oil.	Whalebone.	Remarks.			
Atlantie	Feb. 12 July 20 May 14 July 25 July 22 July 26	Oct. 27, 1842 June 10, 1844 Feb. 18, 1844 June –, 1843 June 2, 1844 Dec. 10, 1844	Bbls. 266 100 25 150 350 100	2, 500 2, 000 2, 650 2, 650	17, 006 22, 006 16, 006 24, 006 9, 006	Second mate, George Coffin, killed by a whale July 5, 1e43. Bought from Boston 1842. Shipped home 20,000 pounds bone; lost third mate and three men in a gale May 14, 1845.	
Pacific Ocean Indian Ocean Pacific Ocean Indian Ocean do North W. Coast Indian Ocean North W. Coast Indian Ocean Ocean Ocean Ocean Ocean Pacific Ocean	May 26 Nov. 2 Apr. 6 Jan. 23	Apr. 14, 1846 Apr. 4, 1844 May 8, 1844 Aug. 9, 1844 June 2, 1844 Apr. 16, 1844 May 19, 1844 Sept. —, 1843 July 3, 1844	800 480 120 950 150 500 125 280 150 100	2, 780 1, 650 3, 400 2, 200 2, 420 270 2, 650	23, 000	Bought from Boston, 1842. Shipped home 15,700 wounds bone. Lost on Tumbez Bar October 9, 1843; cargo	
Indian Ocean New Holland Pacific Ocean Indian Ocean Indian Ocean do North W. Coasi Hadian Ocean do Pacific Ocean do do do do do North W. Coasi Pacific Ocean Indian Ocean Indian Ocean Indian Ocean Indian Ocean Indian Ocean	Dec. 10 Oct. 4 Ang. 16 May 26 June 25 Sept. 3 Sept. 13 Oct. 4 June 30 June 9 Apr. 29 Sept. 23 Sept. 23	Jan. 5, 1845 Sept. 10, 1844 Apr. 10, 1847 May 19, 1844 July 6, 1844 July 28, 1844 June 28, 1844 July 28, 1845 Apr. 3, 1845 Apr. 3, 1845 Apr. 5, 1846 Oct. 14, 1844	707 900 240 575 150 260 1,00 350 700 1,100 70 1,100 1,050	1, 800 1, 560 1, 400 1, 93 2, 200 1, 600 1, 450 1, 000 2, 400 4, 000 3, 15	10, 000 900 17, 600 15, 000 20, 000 12, 800 10, 000 10, 000	Sent home 9,000 pounds bone.	
Atlantic	Sept. 8 Sept. 15 July 17 Nov. 23 July 19 Aug. 11 Nov. 20 Oct. 10 Nov. 3	May 16, 1843 June 16, 1844 Oct. 2, 1845 Sept. 12, 1846 June 28, 1846 Dec. 23, 1845 June 23, 1846 May 6, 1846 July 30, 1846 Feb. 10, 1845	1, 400 450 2, 400 2, 100 90 230 1, 800	2, 37 70 20 1, 51 1, 50 5 2, 72		Captain Jenney killed by a whale March 1844. Built at Fairhaven 1842.	
Atlanticdododa Atlanticda Atlantic	May 1 Jan. 19 Dec. Jan.	July 17, 1843 July 1, 1843 Sept. 21, 1843 Dec. 16, 1843	6 4	0		Withdrawn 1844. Withdrawn. Sold to New Bedford 1845.	
New Holland	Ang. 1					. Wrecked February 22, 1844, on a reef of Fort George, Isle of France; oil mosti- saved.	

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1842.				
Nantucket, Mass.	1		John B. Rodgers	Hadwen & Barney
Alpha			Jos. C. Chase	James Athearn
larkson		380		C. G. & H. Coffin
Jonstitution	Ship	348 416	Jos. Congdon Charles A. Veeder	Levi Starbuck
Lima	do	286		The state of the s
Maria	do	365	Charles Lawrence	Aaron Mitchell
Napoleon	of	366		Barrett & Upton C. Mitchell & Co
President	Brigdo	31	William B. Swain	A. W. Starbuck Samuel B. Tuck
Westport, Mass.				Andrew Hicks
Champion Catherwood Dr. Franklin Harbinger Juno Mexico Th. Window Theop. Chase	Bark Ship Brig do	1	Cook 999	Thomas W. Maybew Job Davis Gideon Davis, jr A. B. Gifford Davis & Corey Thomas W. Mayhew
Sippican, Mass.	Bark		157 Blankenship	p J. S. Bates
Pearl			184 Flanders	do
Popmunnet Quito Solon	Brig		140 — Chase 129 — Brightman	do
Mattapoisett, Mass.	Barl		263 Rogers	G. Barstow & Son
Dryade Edward Joseph Meigs	Brig Ship		134 Tabor Joseph R. Taber .	Joseph Mela
Mattapoisett	Bris	k	15: Purrington 171 — Cushing 164 — Daggett	Leonard Hammond G. Barstow & Son R. L. Barstow
Wareham, Mass.	-		148 Bellows :-	M. S. F. Tobey
America	Bar d	g o o	148 —— Cudworth 219 —— Alleu 261 —— Russell	do
Provincetown, Mas			Cook	
Amazon		ioone:	104 Cook Smith	···· } Eben Cook · · · · · ·
Belle Isle	Sh		. 139 Sparks	Joseph Atkins
Carter Braxton	D.	ig	. 172 - Soper	Ronate paker

AND FISHERIES.

owing returns of whaling-vessels

i.	Managing owner or agent.
gers	Hadwen & Barney
	James Athearn
ker	C. G. & H. Coffin
ceder	Levi Starbuck G. & M. Starbuck & Co
	William B. Coffin
nings	Barrett & Upton Aaron Mitcheil
i-her Harris	Barrett & Upton C. Mitchell & Co
ock Swain	Jos. Starbuck
. Coffin	Samuel B. Tuck
k	Jos. Starbuck
k	Job Davis Gideon Davis, jr A. B. Gifford Davis & Corey W. Morshow
ankenship	J. S. Bates
anders 1886 ightman	do
ngers abor L. Taber	Joseph Meigs
urrington. ushing uggett	R. La Batstow
tellows adworth Alleu Russell	M. S. F. Tobey
Cook Smith Sparks	Eben Cook

	D	ate-	Resul	t of v	oyage.	
Whaling-granity of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	Remark#.		
Pacific Oceardo	Dec. 2 Feb. Oct. June 1	May 20, 184 June 24, 184 Mov. 25, 184 Mov. 25, 184 Mar. 10, 184 Sept. 2, 186	2, 35d 1, 73 1, 17 5 2, 49 1, 17 1, 17 1, 17	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	Lbs	Third mate, Richard Ennis, killed by a winde. Considerined at Talcahuano; oil shipped hom? First ship taken out by the "camels." No report. Lost on Nantucket Bar, sold and broken up. Art Gardner, third mate, lost 4842; condemned at Rio 184° outward bound. Sold to San Francisco. Lost in the Δretic 1851. Put into Pernambuco December 24, 1846, leaking 250 strokes perhour, and was condemned. Shipped sperm-oil home by Bark Carolina of Boston. Sold 500 barrels whale-oil at Sydney and Pernambuco. Lost on Booby Shoal, latitude 21½ south, longitude 159 east; mate and boat's crew lost.
Atlanticdodododododododododododd	Jec. Juno July Aug. Jan. Aug. Dec.	27 Aug. 1, 18 6 Oct. 25, 18 18 July 28, 18 3 Oct. 20, 18 8 May 2, 16 31 June 30, 18 17 Feb. 26, 18	444 43 243 244 43 443	356 800 630 300 208	700 6,0	Bought from New York 1842.
Pacific Ocea Atlanticdodo	Feb. Mey	20 Sept. 23, 1	843 842 843	350 270 250	60	*** 13 4. Mattanoisott 1844.
Indian Ocea Atlantic Indian Ocea	in Mar	8 June 20,	1844	4:20	1, 450 14, 2, 500	Sold to New Bedford 1844. Built at Mattapolisett 1842; sent home is whale, 18,000 pounds bone.
Atlanticdo	May	21 Nov	1843 1843	330 650	270	First mate killed by a whale 1844.
· Atlantic	an . Oct	7, 23 May 19, Apr. 9, 3, 14 Feb. 18,		150 750 300	2, 000 10	Condemned at Lionolulu 1847.
Atlantic do do do	{ Jai		1843	380 340 250 500	20	

Table showing returns of whaling-vessels

		1			The state of the s
Name of vessel.	Class.	Толпаде.		Captain.	Managing owner or agent.
1842.				,	
Provincetown, Mass.—Continued. Pairy Johinn Brown John B. Dods Jouiss Picnis Pacific Jamaca dad Thomas Win. Heary	Bark Schooner Brig Schooner Brig do Bark Brig	163 98 150 130 188 191	Ξ	Genu. Small Prior Cook Small Cook Small Soper Ryder Scook Soper Ryder Sook Sook	Abraham Small. Seth Nickorson F. S. Smith Samuel Gook Leonard Small Stephen Cook, jr Stephen Nickerson Samuel Soper Godfrey Ryder
Plymouth, Mass.				771	Richard W. Holmes
Ex ango	. Schoone	r 99	-	King	
Jas. Munroe	Brig	. 114	-	Strickland	Isaae L. Hedge
Mercury	Schoonedo		1	Winslow Hammond	Isaac Barnes, jr Bradford Barnes, jr
Newburyport, Mass.	Ship	41	4 -	Howe	. Micajah Lunt
Merrimack			1		
Cambrian	BarkBrigdoBarkBrig	16	30		P. & S. Sprague & Co William V. Kentdo E. Atkins N. Sturtevant
Lynn, Mass. Com. Preble Ninus	Shipdo		23 60	Lndlow Woolley	F. S. Newhall
Salam, Mass.	Ti-sh		88	Lakeman	Stephen C. Phillips
Malay	Bark. do.		58	Elisha Doane	John B. Osgood
Somerset, Mass. Pilgrim	Brig .	1	137	Collins	Wheaton Luther
Fall River, Mass. Holder Borden	Ship		442	Pell	Nathan Durfee
Leonidas	Brig Ship		128 253	Baker Cummings	Noah Hathaway William Coggeshall
Pantheon	Bark		284	Borden	John Eddy
Portsmouth, N. H.	Bark		348	Bennett	James Kennard
Ann Parry Providence, R. I.	Ship		471	Heath	Pearce & Bullock
Hope Bristol, R. I. Corinthian Essex Gon. Jackson. Goy. Hopkins Moro Castle.	Ship do do Brig		503 200 325 111	Easterbrook Devoll	William H. D'Wolf William R. Taylor William H. D'Wolf William R. Taylor

owing returns of whaling-vessels

n.	Managing owner or agent.
er}	Abraham Small. Seth Nickerson E. S. Smith Samuel Gook Leonard Small Stephen Cook, jr Stephen Nickerson Samuel Soper Godfrey Ryder
	Richard W. Holmes
kland	Isaac L. Hedge
dow mond	. Isaac Barnes, jr
0	Micajah Lunt
es k soll	P. & S. Sprague & Co William V. Kontdo E. AtkinsN. Sturtevant.
low	F. S. Newhall
eman	Stephen C. Phillips John B. Osgood
lins	Wheaton Luther
1	Nathan Durfee
ker mmings	Noah Hathaway William Coggeshall
rden	John Eddy
nnett	James Kennard
eath	Pearce & Bullock
asterbrook evoll amsdell (orris Valdron	William H. D'Wolf William R. Taylor William H. D'Wolf William R. Taylor

	D	ate-	Result	of voy	age.	
Whaling- ground.		Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	Remarks.
Atlantic	Apr. 12 July 20 Feb. 10	June 12, 1843 June 2, 1843 Aug. 1, 1843 Oct. —, 1843 Feb. 26, 1843 June 26, 1843 Oct. —, 1843 Mar. 8, 1843 Sept. 19, 1844 July —, 1843	320 235 700 700 300	Bbls. 30 40 100 300 50 80		Formerly a brig; rerigged 1842. Built 1842. Built 1841.
Atlantic		Sept. 25, 1843	160	1		Dismasted in a gale September 2; lost a 160-barrel whale from alongside, and 50 barrels of oil from on deck. Condenned at Bahia December 10, 1843; oil shipped bome.
do	Jan. 26 Nov. 26 Sept. 6					Lost ; capsized at sea June 21, 1843. Withdrawn 1843.
Pacific Ocean	Jan. 2	Apr. 15, 184	4 26	0 2,75	0 22, 000	Sold to New London 1844.
Atlantiodododododododododo	June 1 Jan. June 3	8 Apr. — 184 Nov. — 186 Nov. — 186	13 27 13 20 13 35	60	560	Withdrawn from the service 1844. Withdrawn from the service 1842. Sold to Stonington. Withdrawn 1844. Returned having lost two boats and received other damage in gale of September 2.
Indian Ocean do		29 July 12, 18	44 1	00 1, 40	11,00	Lort in Mozambiane Channel July, 1849.
Indian Ocean Pacific Ocean	June	12				Comdemned at Talcahuano November, 1844.
Atlantic Indian Ocean			343	280		Lost April 13, 1844, about latitude 240.570 north, longitude 1740, 090 west; fourth mate killed by a blackfish September, 1843.
Atlantic Indian Ocean	June Apr.	23 Aug , 1		250	15	Wrecked on Island of Dominica (Marque- sas) 1844; vessel and cargo (900 barrels oil) a total loss.
do					400 23, 0	D
South Atlan				150 3,	450 30,	
Pacific Ocea Atlantio Pacific Ocea Atlantio	n . Nov Feb. Jan. Apr	9 Apr. 13, 1 23 Oct. 24, 11 June 2,	1846 1845 1 1849	700 9, ,000	000 6,	Sold 1847.
do		7 7				Dismasted; carried into Rio December 1842, by an English man-of-war, and con demned there; had 100 sperm.

Table showing returns of whaling ressels

A second				
Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1842.				
Warren, R. I.	Ship	365	Bowers	Driscol & Child
Icetor	Bark Shipdodo	29: 34: 13: 28: 32:	Bowen	R. B. Johnson
Rosalie	do	3.6		S. P. Child
Friton	do	. 34	Saundere	S. I. Child
Newport, R. I. Damon Helen Mechanic Sea Bird	Bark P ig Ship Brig		5 Pratt	Silas H. Cotterell William Price Thomas Bush Gilbert Chase
Stonington, Conn.	Ship	46	Hubbard	Charles P. Williams
America Charles Pholps Corvo Enterprise, (sealer) Fellowes Mercury Thomas Williams United States	do	2 3	Hall	do do do Joseph E. Smith Charles P. Williams John F. Trumbull
Mystic, Conn.	Ship		65 Mallory	Charles Mailory
Aeronaut Bigham Congress Metsor Romulus Shephordess	Bark . Ship . . do .	2	775 — Destin	J. & William P. Randall. do J. & William P. Randall.
New London, Conn.	Ship .		290 Pendleton	
Armata Betsey Black Warrior Candace Columbia Commodoro Perry Columbus Charles Henry Cores Dovo	Ship do do Bark Big Ship Bark do	ner	Perkins	Havens & SmithdododoFrink, Chew & CoWilliams & Barnes
Franklin	School	- 1	258 Lee	Havens & Smith
	G1	onar	86 Long	Joseph Lawrence
Hand Helvetia Indian Chief Jason John and Elizabeth Mogul Neptune North America	do do do do		332 Rice	Frink, Chew & CodoHavens & Smith
Pembroke Phænix Robert Bourne Stonington	Ship		104	N. & W. W. Billings do Williams & Barnes *Seal

owing returns of whaling ressels

in.	Managing owner or agent.
	Driscol & Child
ra	Discot & Card
rtin n in	R. B. Johnson
er	Jos. Smith
dera	S. P. Child
er t	Silas H. Cotterell
bard	dododo
ilorytinterterterstersters	J. & William P. Randall.
ndleton rkins son ed iith mipsted erv tirey iiley abody	Havens & Smithdo do do Frink, Chew & Co Williams & Barnes H yens & Smith William Tato Havens & Smith
ong ice kinner inris iller tallory peatin late	Havens & Smith

	Da	te-	Result	of voy	nge.		
Whaling- ground.	Whaling-gilling of all farming 00		Sperm-oil. Whale-oil. Whalebone.		Whalebone.	Remarks.	
Pacific Ocean	Dec. 8		Bbls.	Bbls.	Lbs.	Wrecked at Fox Bay, Falkland Islands, February 20, 1r46, with 1,500 barrels of oil; vossel a total loss; cargo partly sayed. Built 1r43.	
ndian Ocean do do Pacific Oce. New Zealand .	Aug. 3 Jan. 14 July 13 June 12 Aug. 2 Jan. 23	Apr. 6, 1845 Dec. 10, 1844 Sept. —, 1843 Apr. —, 1845 Nov. 1, 1844	500	1, 600	16, 000	Lost at Swan River, New South Wales, April 15, 1844; oil, 403 barrels, saved. Satled in 1846, and was contemned 1850; had sold 350 sperm at Manii, and sent 131 sperm home. Brought home 2,000 pounds of bone; had sent 16,000 pounds home.	
South Sers Atlantic Pacific Ocean . Atlantic	Mar. 15 Sept. 22	Apr. 25, 184 June 2, 184 July 3, 184	3 35	0 26 0 26	2,000	Shipped home 631 barrels sporm. Condemned in Patagonia September, 1843.	
Pacific Ocean N. W. Const. South Seass Coast of Chili Pacific Ocean South Atlantic South Seas.	June 20 June 20 Aug. — July 11 June 20	Mar. 31, 184 Apr. 8, 184 Feb, 184	4 16 5 46 14 (*) 15 1,06 14 20	50 2, 54 50 3, 01 (*) 50 50	0 90, 800 0 25, 000 0 25, 000 (*) 6 4, 000 18, 000 10, 00	Sent home 400 barrels sperm.	
South Seas South Atlanti do South Seas South Atlant	e Aug. 13 - July 14 - July 14	July 19, 18 June 19, 18	44 1 44	1, 9	40 10, 70 50 21, 50 00 15, 00 00 17, 00 36 25, 00 60 12, 00	100 100 100 100 Seemall died July 17.	
Indian Ocean Sealing South Seas Indian Ocean South Atlant South Atlant South Atlant Crozettes South Atlant Crozettes South Atlant	Oct. Oct. July 1 Nov. July 1 Nov. July Aug. Apr. Aug.	6 Mar. 3, 16 1 Mar. 30, 16 3 Apr. 8, 11 3 May 25, 16 4 Apr. 5, 16 2 July 16, 16, 16 5 Sept. 1, 16 10 Mar. 18, 16 10 Apr. 8, 1	945 945 844 944 844 843 844 844 844	490 1, 53 1, 4, 1, 200 1,	750 28, 0 120 330 11, 0 330 11, 0 450 7, 0 7, 0 600 14, 4 450 15, 0 8, 0 600 15, 0 600 15, 0 600 15, 0 600 15, 0 600 15, 0 600 15, 0	Bought from Salem 1849. Second mate killed by a whale. Mostly elephant-oil. Bought from Boston 1849. Bought from Boston 1849. The Franklin was a tender and brought elephant-oil.	
South Seas. N. W. Coast Indian Ocea South Atlar Indian Oces N. W. Coast Indian Oces New Zealan South Seas South Atla Pacific Oce Indian Oce other skius	July Oct. Aug. June Oct. June d. June Aug. June July au July au July	13 Apr. 5, 14 Apr. 5, 19 May 31, 20 May 23, 3 July 29, 90 June 23, 13 Apr. 4, 15 June 24,	1844 1844 1844 1844 1844 1844 1844 1843 1844	150 2 11 2 400 8 170 1 100 2 200 350 8	300, 600 26, 650 28, 900 15, 450 19, 800 26, 830 18, 600 26, 350 18, 600 40, 950	000 Bought from Hudg 1842. 000 000 000 000 000 000 000 000 000 00	

Table showing returns of whaling-reviels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1842.				
New London, Conn.—Continued. Superior	Ship Stoop Bark	406 55 945	Tart	N. & W. W. Billings Havens & Smith Joseph Lawrence
Bridgeport, Conn. Atlantic	Ship Bark	991	Youngsdo	Sherwood Sterlingdo
Sag Harbor, N. T. Acasta Alciopo American Ann Mary Ann Barbura Gem Hamilton Hamilton Henry Lee Hidson Huron John Jay	Ship do	3e0 9:0 336 392 311 409 368 290	Havens Pame . Cooper . Winters Howes Worth Ludlow Bennett Bennett Nickerson Green Hogers	Mulford & Sleight Post & Sherry 8, & B. Hunting & Co Mulford & Sieight Charles T. Dering Hanting Copper. Charles T. Dering 9, & B. Hunting & Co. do Luther D. Cook do N. & G. Howell
Nimrod Ontario Phenix Portland Komulus Superior Timor	dododododoBarkShipdo	368 314 292 233 275 289	Howes Greene Briggs Paine Case Cartwright Eldringe Godbey	Charles T. Dering 8, & B. Hunting & Co L. D. Cook 8, & B. Hunting & Co. Mulford & Howell Post & Sherty Hunting Cooper John Budd.
Cold Spring, N. Y.	Bark	250	Hedges	John H. Jones
Monmouth	Bark	252	Case	Wiggins & Parsons
1843.				
New Bedford, Mass. Abigail Adeline Agate	Ship do Brig	329	D. Barnard Cole Vincent	C. W. Morgan
America	Sbipdo	349		Alexander Gibbs
Bragania		470	Waterman	Pope & Morgan
Brunswick	dododododododododododododo	543 370 40 26 210 29		William Philips George Howland Hathaway & Luce Lemuel Kollock B. B. Howard Edward C. Jones
Draco	Bark Ship Bark	29 25	M. Baker	Jona. Bourne, jr T. & A. R. Nye C. R. Tucker Riddell & Dix. John A. Staudish

AND PISHERIES.

howing returns of whaling-vessels

Managing owner or agent. in. N. & W. W. Billings... Havens & Smith.... Joseph Lawrence... Sherwood Sterlingdo ıgs Mulford & Sleight Post & Sherry S. & B. Honting & Co Multord & Sleight Charles T. Dering Hauting Ceoper Charles T Dering S. & B. Hunting & Co do Luther D. Cook N. & G. Howell Charles T. Dering S. & B. Hunting & Co. L. D. Cook S. & B. Hunting & Co. Mulford & Howell Post & Sherry Hunting Cooper John Budd res ge ie ie wright ridge John H. Jones lgea Wiggins & Parsons.... d b e.... I. Howland, jr., & Co... Charles R. Tucker.... Alexander Gibbs.... James Arnold.... her nds npsou innell..... Pope & Morgan aterman Barton Ricketson.....do do William Phillips. George Howland.... Hathaway & Luce Lemuel Kollock. B. B. Howard Edward C. Jones... aber....athcart..... Jona, Bourne, jr...... T. & A. R. Nye..... C. R. Tucker... Riddell & Dix... John A. Standish

HISTORY OF THE AMERICAN WHALE FISHERY.

	1)	ate-	Remult	or voy	witter.	
Whaling- ground.		Of arrival.	Sperm-eil.	Whale-sil.	Whalebess	Remarks.
Pacific Ocean South Seas Crosette Island.	Rept. 28 June 29 Sept. 6	Apr. 10, 1844 Apr. 10, 1844 July 8, 1844	Bbis.	Bbls. 115- 1, 000	Lbs.	
South Seas	Ang. — July —	May 4, 1844 Apr. 24, 1844	180	1, 520 9, 300	15, 000 18, 900	Sold to Mystic 1844.
South Seas Crozette Island. do South Seas	Aug. 20 Sept. 11 July 18 Nov. 25	June 20, 1844 May 19, 1844 —	170 50 75 400	9, 830 1, 000 9, 60c	13, 000 25, 000 6, 000 23, 000	Bought from Boaton 1r42. Formerly a brig; rerigged 1842.
do Crozette Island South Seas Crozette Island	May 31 Sept. 1 July 14 Aug. 4 Sept. 2 Oct. 11 Aug. 20	July 6, 1843 Aug. 5, 1843 May 24, 1844 ———————————————————————————————————	350 50 100	9, 050 1, 000 3, 800 3, 450 1, 900	7, 200 24, 000 18, 0 0 6, 000 28, 000 33, 000	
South Seas	July 30 Aug. 4 June 22 July —	July 28, 1844 Apr. 14, 1844 Aug. —, 1844 June 10, 1844 Apr. 26, 184	3 10 8 1 3 13 3 13	2, 50	8, 000 97, 000 1 127, 000 0 125, 000 0 125, 000 0 125, 000 0 130, 000	1844.
South Atlantic	Aug. 13	July, 184	3 7	5 1,58	0 12, 400	
South Seas	Oct.	Apr. 18, 184	4 10	1, 80	15, 00	0
Pacific Ocean N. W. Coast Atlantic	May 2	July 26, 184 5 Apr. 97, 184	17 1, 4		50 2, 0 0	
Ind. and Pacific Ocean South Seas Pacific Ocean	May	0 Feb. 22, 18 0 June 22, 18	16 1 16 5	00 4, 2 50 2, 5 00 5	00 43, 00 00 10, 00 00	0 Sent home 750 sperm and 23,000 pounds bone. Returned July 9, 1844, with captain sick; sold again; Captain Mann took Captain
P. and N. W .	Aug.				00 14, 00	one home sick, 1846; sent home about
Indian Ocean N. W. Coast Ind. and Paci Pacific Ocean Indian Oceandodo Pacific and In	Jan. June Nov. June Dec. June	12 May 21, 18 8 June 7, 18 12 Apr. 27, 18	46 \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	550 2, 1	150 7, 00 3, 00 15, 00 15, 00 100 6, 0 100 3, 0 950 16, 0	00
Pacific Ocean do Indian Ocean Pacific Ocean do	Dec. Oct. Aug.	18 Apr. 16, 16 18 July 21, 16 10 May 24, 1	847 1, 846 1, 847 1,	650 600 100 1, 400 400	600 13, 0	600 sperm and e,000 pounds botte. Bought from Fairhaven 1843.

Table showing returns of whaling-resals

Name of vossel.	C'lann,	Tonnage.	Cuptain.	Managing owner or agent.
1843.				
New Badford, Mass.—Continued.	Ship	97: 330	Richmond	Wilcox & Richmond
rances	do	346	E. Gardner	J. Arnold
Trapces Henrietta	do	40%	Dexter	C. W. Morgan
Franklin Franklin Ion. Pike Ioorge Forter.	Bark Ship do do	21> 33 313 973 980	Winslow Chadwick Pierco M'Cleeve E, A. Arthur	West & Paine
7. Washington Golconda Hersild, 9d Hector Hertor Heronies, 9d Hope	Bark Ship do do do	930 331 30: 380 986 316	Taylor	Charles Hitch George Howland T. & A. R. Nyo C. W. Morgan D. R. Greene & Co George Howland
Hape	Bark	186	Taylor	
Henqua Indla Irin Inaac Howland	Ship do do do	311	G. B. Spooter	E. C. Jones. I. Howland, jr., & Co
Jarael	do do do Brig			J. & J. Howland
I.agoda	Shipdo	341		Edward W. How and
Mercator	do Bark Ship	20	. Coffin	And. Robeson
Minerva Messenger Mount Vernon Newton	Bark Shipdodo	. 35	Owns	D. R. Greene & Co
Navy Octavia Orozinbo. Peri. Phocion Ploughboy Parachute Persia Roscoe Rodman Roman	Bark. Shipdodo Bark. Ship	9.5 10 9: 3: 3: 3: 3:	Barker Barker Barket B	Gideon Allen B. Rieks taon Ro. luey French J. R. Thornton T. & A. R. Nye B. B. Howard Læmnel Kollock A. Robeson C. W. Morgon Edw, C. Jones
Roscius	Bark. Ship.		0: Thomas	Abraham Barker
Statira Sarah Louisa Trident Timoleon Two Sisters	Brig Ship do	4	4 — Adams	J. A. Parker & Son J. Dunbar & Co

ain.	Managing owner or agent.
_	-
mond ninghan	Wileox & Richmond E. C. Jones
	J. Arnold
tor	C. W. Morgan
nlow dwick	West & Paine Abm. H. Howland William Gifford J. A. Parker & Son Riddell & Dix
lor	Charles Hitch
lor	William Watkins
wn lker mer ber	Alex. Gibbs A. H. Howland E. C. Jones I. Howland, jr., & Co
ch ckley ry ouer	B. B. Howard
ltden	Jona, Bourne, jı Edward W. Howland .
k In dner	John A. Parker Semuel W. Rodman And. Kobeson
og wns ell yyor	C. R. Tucker John R. Thornton D. R. Greene & Co J. Bourne, jr
ker	J. B. Wood & Co Gideon Allen B. Rick tson II. Compared French J. R. Thornton T. & A. R. Nye B. B. Howard La muel Kollock A. Robeson C. W. Morgon Edw. C. Jones
zard pma3	William P. Howland Abraham Barker
amsekcttekeket	Hathaway & Luce William R. Rodman J. A. Parker & Son J. Dunbar & Co Frederick P. Shaw
ett	A. H. Howland

HISTORY OF THE AMERICAN WHALE-FISHERY. 399

	1)@' @	Reaul	t of vo	yage.		
Whaling- ground.	Of strittal.	Sperm-off.	Whale-eil.	, Whalehee	Remarks.		
Ind. and N. W Indian Ocean Pacific Ocean	July 17 Aug. 10 Nov. 1	May 23, 1846 Mar. 13, 1846 July 20, 1847	Bbln. 1800 350	Bblu. 1, 400 1, 850	Љи. я, өөп 17, оок	Captain Cunningham and one man drowned October, 18-14. Captain Gardiner returned sick, 1846; sent	
P. and N. W	Ang. 12	May 20, 1845	600	9, 000	20, 000	home 830 sperm. Third mate and two men loat: boat stove	
Pacific Ocean Ind. and Pacific N. W. Coust Pacific Oceandodo	Aug. 90 Apr. 20 Sept. 9 Aug. 21 Sept. 19	Sept. 25, 1845 May 26, 1846 Sept. 20, 1845 May 28, 1847 Mar. 3, 1847	1, 346 300 300 1, 500 1, 400	1, 650 9, 300 3.0	15, 000 92, 000 9, 000	by a whale, 1844. Temporarily withdrawn, 1847; sent home 200 sperm.	
Indian Ocean Pacific Ocean dodo South Seas Pacific Ocean	June 6 Sept. 2 July 5 Dec. 19 Aug. 1 Dec. 18	July 9, 1845 June 6, 1*47 June 5, 1847 Oct. 28, 1847 Mar. 1, 1845	750 1, 400 800 1, 700 400	100	3, 900	Wrecked and condemned at Day of Islands	
Indian Ocean	Jan. 17	July 31, 1847	1, 300			September, 1848; had 1,500 sperm, 300 while, which was raved. Mr. Williams, first mate, died at sea January, 1846.	
N. W. Coast Ind. and Pacific Pacific Ocean . Indian Ocean .	Sept. 1 May 11 Nov. 7 July 11	Apr. 13, 1846 Apr. 9, 1845 Feb. 96, 1847 Feb. 4, 1845	75 1, 100 130	3, 900	13, 000 30, 000 33, 000	Dismasted in a gale off Elizabeth Islands February 4, 1845, on passage home.	
ind, and Pacific Pacific Ocean . Atlantic	Dec. 5 June 24 Aug. 23 July 24	May 12, 1846 Apr. 3, 1845 Apr. 92, 1847	165 60 9, 200	9, 240	98, 000 95, 000	Condemned and sold at St. Catharines April, 1843; bought by parties in Sip-	
N. W. Const Crozettes	Nov. 8 July 10	May 26, 1846	120	3, 080	14, 000	pican. Lost at Fort Dauphin, Madagascar, March 9, 1845; had 1,700 barrels whale-oil; saved 900.	
Indian Ocean	June 20 Nov. 19	Sept. 11, 1845 May 20, 1846	750 900		5, 000	activities of the second secon	
Pacific Ocean	May II	May 19, 1846	369		7,000	Sold 150 whale at Callao. Sent home 600 whale.	
Indian Ocean Pacific Ocean N. W. Coast	Dec. 18 July 29 Nov. 23 Nov. 25	May 6 1846 Apr. 7, 1847 May 21, 1846 May 22, 1846	1, 000 1, 400 970 60	300 2, 230 2, 300	2, 500 20, 000 7, 506	Sent home 36 sperm. Crewmutipiedat Onbu; new crew shipped; Captain Sawyerdied at San Diego Decem-	
Ind. and N. W. Ind. and Pacific Indian Ocean	Sept. 19 Aug. 1 July 13 Aug. 22 Sept. 19 Oct. 19 May 24 July 20	May 28, 1845 Sept. 11, 1845 May 15, 1845 Dec. 19, 1845 Apr. 24, 1846 Nov. 28, 1847 July 9, 1845 Apr. 27, 1846	300 550 100 650 80 2, 200 100	3, 640 1, 400 2, 400	26, 000	ber, 1844. Bought from Nantucket.	
Pacific Ocean do	July 90 Sept. 14 Aug. 15 July 19	Apr. 4, 1847 May 11, 1847 Apr. 27, 1847	1, 900 2, 400 100		9, 000 2, 000 24, 000	Sold 760 whale at Bahia; sent home 65 sperm, 9,866 pounds bone.	
Pacific Ocean N. W. Coast	Nov. 93 July 11	May 6, 1846 July 9, 1847	975 150 250	2, 950		Bought from Boston 1843. Added 1843; sent home 23,939 pounds bone. Bruth from Nantucket.	
South Atlantic Pacific Ocean N. W. Coast	Aug. 24 Sept. 21 June 8 Oct. 9 May 7	July 31, 1845 Mar. —, 1846 Sept. 13, 1846 July 12, 1845	130 120			Lost in Union Bay, Patagonia, September 21, 1843.	
Ind. and N. W . Pacific Ocean	Aug. 5 Nov. 7	Apr. 13, 1846 June 5, 1847	2, 050		16, 000		

Table showing returns of whaling-versels

Name of yeasel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1843.				
New Bedford, Mass.—Continued. Villiam Rotch ephyr orouster	Shipdo Brig	290 361 159	Tobey Smith	John Coggeshall
Fairhaven, Mass. Ansel Gibbs Arab	Ship Bark Ship	319 276 409	West	Gibbs & Jenney I. F. Terry Asa Swift
Columbus Eagle	do	. 382 . 283	Fish	Gibbs & Jenney Reuben Fish
Favorite	. Bark	293	Young	
General Scott Harvest Horoine Jos Maxwell Leonidae London Packet Omega Pacific Sarah Frances.	Ship Bark Ship do do do Bark	337 302 243 335 305 305	Daggett J. D. Taber — West — Perry — Tobey J. Howland — Gardner — Merrihew Hiller	Nathan Church F. R. Whitwell L Jeuney & J. Tripp Gibbs & Jenney Nathan Church
Holmes's Hole, Mass. Delphos	Ship .	33	West	Thomas Bradley
Nantucket, Mass. Atlantic Barcluy Cataw ba Dan'l Webster Empire	Ship do do do	35 33	Eben Baker William Coleman Reuben F. Starbuch	C. G. & H. Coffin French & Coffin G. & M. Starbuck & Co
Mary	do .		Stephen B. Gibbs .	Barrett & Opton
Penobscot Peru Rambler	Brig Bark Ship	2	Kelley Kelley Kelley Kelley Kelley Kelley	David Joy
Richard Mitchell Spartan Tyleston Washington Young Engle Zenas Coffin Zone	Brig Ship do	3	86 Josiah C. Long Nehemiah C. Fish 00 Luce Stephen Bailey 777 Beujamin Lathrop 9 Obed Ramsdell Obed Starbuck	Matthew Crosby Simeon Starbuck
Edgartown, Mass. Almira			362 — Alley 150 — Adams Smith	Calvin C. Adams
Westport, Mass. Barolay Dr. Franklin Juno President	Bar	g	167 — Macomber 171 — Francis	A. B. Gifford Andrew Hicks

howing returns of whaling-vessels

in.	Managing owner or agent.
y h ury	John Coggeshall Alex, Gibbs Pardon G. Seabury
tghtington.	Gibbs & Jenney I. F. Terry Asa Swift
r,y	Gibbs & Jenney Reuben Fish
ggetteresterryeyndrdnerrdnerrihewerller	L. C. Tripp. Jabez Delano, fr. Nathan Church F. R. Whitwell L. Jenney & J. Tripp. Gibbs & Jenney Nathau Church Charles Butler.
est	Thomas Bradley
oleman ker Coleman F. Starbuck A. Veeder .	R. Gardner
Pitman, jr . B. Gibbs	Daniel Jones
elley Barnard McCleave .	
C. Long ah C. Fishe uce Bailey in Lathrop amsdell tarbuck	Simeon Starbuck C. G. & H. Coffin
Alley Adams Smith	Abm. Osborne
Macomber Francis Cook Simons Gifford	Job Davie

	D	ate-	Result	of vo	rage.	
Whaling- ground.	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	Remarks.
Pacific Ocean do Indian Ocean	June 13 June 15 July 6	May 24, 1847 Feb. 28, 1847 May 19, 1845	Bbls. 1, 200 2, 200 70	Bbls	Lbs	Withdrawn 1847; sold-to Fairbaven.
Indian Ocean Ind. and Pacific Pacific Ocean	June 15 Aug. 16 Dec. 10	Feb. 12, 1845 Sept. 17, 1846	370 80	2, 100 1, 000	33, 000 17, 000	Bought from Nantucket; sent home 15,589 pounds bone; transferred to New Bedford September, 1845; wrecked on Behring Isl- and June 15, 1846, with 9,000 barrels oil. First mate, Harvey Cole, died 1844.
N. W. Const Pacific Ocean	Nov. 23 June 12	Apr. 13, 1846	800	2, 400	14, 000	the falling of a whale-fin while cutting in, April 17, 1844; condemned at Rio
Ind. and N. W .	Aug. 27	Feb. 22, 1846	900	1 '	6, 000	rels aperm oil and 9,000 pounds bone.
Pacific Oceandodo	Aug. 14 Oct. 4 June 14 Dec. 12	Apr. 6, 1847 Apr. 20, 1846 Feb. 24, 1845 Nov. 26, 1847	1, 400	300 1, 900 2, 650	2, 000 20, 000 22, 000	. •
New Holland Pacific Oceando Ind. and Pacific	Nov. 9 Dec. 19 Aug. 1	May 20, 1847 Oct. 27, 1846 Mar. 30, 1845	1, 050 2, 050 80	D[23,06	7, 000 2, 000 14, 000 19, 000	Captain Hiller lost by upsetting of his boat while fast to a whale May 31, 1844.
Pacific Ocean . N. W. Coast	Dec. 13				e 25, 000	
Pacific Ocean	Oct. 20 Dec. 24 May 18	June 16, 184 Sept. 23, 184 Nov. —, 184	7 1. 26	3 4	3	Sold 100 barrels whale-oil; new this
do	Oct.	Apr. 16, 184	7 86	32	1, 500	neer 1844.
Indian Ocean .	July 2		2		ι	Condemned at Simon's Bay, Cape of Good Hope, February, 1845.
Pacific Oceando		Sept. 1, 184 May 25, 184	7 1,5	78	52	Sent home 63 barrels sperm; second mate, 1844.
do Atlantic Pacific Ocean	Nov. 1: Oct. 2 Dec.	2 Jane 14, ter	17 1, 3 15	87	20	
do do	. Sept. 1	5 7 May 28, 186 3 Nov. 10, 186	1, 8 16 1, 2	20 3 26	20 3,00	
Pacific Ocean Atlantic Pacific Ocean	May 1	Apr. 6, 18 Sept. 16, 18 Apr. 25, 18	1, 2 45 46	50	2, 50 50 19, 00	
Atlanticdododo South Atlanti Indian Ocean	Sept.	9 Apr. 6, 18	44	550 570 100 230		50-

Table showing returns of whaling-ressels

Name of vessel.	Class.	Топияде.	Captain.	Managing owner or agent.
1843.				1
Sippican, Mass. Cossack PopmunnetQuito	Bark do Brig	256 — 184 — 140 —	Delano Flanders Chase	J. S. Bates
Mattapoisett, Mass. Annawan Edward Lagrange.	Brig do	134 -	Dexter Taber Lumbert	E. Willis
Warsham, Mass. Ingn Montezuma	Brig Bark	169 195 172	Cndworth	
Provincetown, Mass. Carter Braxton	. do	13° - 186 - 172 - 162 - 163 -	Sparks Cook Soper Nickerson Genn	Robert Soper Timothy P. Johnson
Pacific	do	130 150 191	Tilson Small Nickerson Chase	Leonard Small Samuel Soper Goufrey Ryder
Plymouth, Mass. Maracaibo Triton Yeoman	Brig Ship Brig	315	Nickerson Russell Gooding	James Bartlett
Boston, Mass.	Brig	174	Tobey	
Fall River, Mass. Ann Maria	Brig	281 126	Carr Wood Marvel Estes	dodo
Providence, R. I. Bowditch South America	Ship .		Sowle	2.
Paris appropriate to the control of				
Bristol, R. I. Emigrant Leonidas	Bark Ship			William R. Taylor
Warren, R. I. Boy Covington Franklin Jano Montgomery Magnet Philip Tubb Warren Wm. Baker	Ship do Bark Ship do do	35 240 37 13 35	Devoil	Samuel Barton. S. P. Child Stephen Martin Driscol & Child Joseph Smith Joseph Smith

SH AND FISHERIES.

showing returns of whaling-ressels

tain.	Managing owner or agent.
ano nders	S. C. Luce
ster ber mbert	William Daterow
dworth	M. S. F. Tobeydo
parks pook pper ickerson ilson mall ickerson hase	Robert Soper Timothy P. Johnson E. S. Smith Stephen Cook, jr Leonard Small Samuel Soper
lickerson lussell looding	James Bartlett
Cobey	
Carr Wood Marvel Estes	J. S. Barnard
Sowle	
Sowlė	
Shearman Waldron	Samuel Church William R. Taylor
Barton Devoil Rarton Eddy Champlin Munro Webb Gardner Borden	

	D	Date-			yage.	
Whaling- ground.	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	Remarks.
N. W. Coast Indian Ocean Atlantic	Oct. 24 Dec. 2 Jan. 9	May 21, 1846 July 3, 1845 Sept. 21, 1845	Bbls. 80 170 280	Bbls. 1, 630 550 40	Lbs. 14, 000 3, 000	
Atlanticdododo	Apr. 28 Oct. 19 Apr. 28	Oct. 3, 1844 Sept. 7, 1844 July 1, 1845	530 630 300			
Atlantic South Atlantic	June 26 Aug. 29	Nov. 24, 1844 Oct. 25, 1845	830 500	100	800	Sold to New Bedford 1846.
Atlantic	July 9 Mar. 27 Oct. 20 Aug. 25 July 14	June 30, 1844 Aug. 27, 1844 Sept. 12, 1844 Oct. —, 1844	490 90 250 190 220 460 290))))))	5	
Atlantic Pacific Ocean . Atlantic	. Jan. L	July 12, 184 Apr. 10, 184 July 24, 184 Apr. 14, 184	4 1 5	5 1	5 500	Sold to New Bedford 1846. Bought 1843.
Indian Oce an .	. Nov. 1	May -, 184	6			Withdrawn 1846.
Indian Ocean Pacific Ocean Pacific Ocean	Oct. 3	1 May 4, 184	5 26	20 1, 20	1, 600 4, 000 50 22, 000	Sent nome about 1,500 pounds bond
Pacific Ocean N. W. Coast					00 14, 000 00 22, 000	fast to a Whale; sold 1840.
Pacific Ocean		Sept. 9, 18 Apr. 9, 18	44 3 46 1	00 9 70 4, 1	2, 00 24, 00	00 Sold 1847.
Pacific Ocean N. W. Coast. Pacific Ocean	Dec. Sept.	8 Apr. 25, 18 10 Dec. 21, 18		150 2, 4	100 11, 00 400 14, 00 100	10 Bought from Daithmore 10108
N. W. Coast. Indian Ocean Pacific Ocean Ind. & N. W N. W. Coast. do	Oct. June Aug.	4 Apr. 12, 18 4 Apr. 30, 18	346	9	500 25, 00 800 28, 00 100 3, 00 300 4, 00	001
		31 May 5, 1	844	130		

Table showing returns of whaling-ressels

Name of vessel.	Class.	Tonnage.	•	Captain.	Managing owner or agent.
1843.					
Newport, R. I.—Continued.	Ship	338	-	Macy	Peleg Clarke
Ino. Coggeshall	Ship	114		Barker	Samuel Barker
Pocahontas		-45	1		
Salem, Mass.	Bark	971	-	Lakeman	S. C. Phillips
Emerald		-			Wheeter 7
Somerset, Mass.	Bark	931	1	Manchester	
Pilgrim	do	13	1 -	Collins	George B. Hood
New Suffolk.		1			Ira B. Tutbill
Noble	Bark	. 27	14 -	Sweeny	arm an August
Greenport, N. Y.	pt:		0	Fordham	Corwins & Howell
Bayard		25	59	Rose	Corwins & Howell
Caroline	do	31	34 -	Weeks	do
Triad Vashington Sarah and Esther	do	193		Brown Harlow	Wiggins & Parsons
New York, N. Y.			21	Wadv	D. & A. Kingsland & Co
Autumn	Bark Ship		81 9: F	Wady rederick W. Myrick	k. George B. Elkins
New London, Conn.	Ship		306 -	Middleton	Havens & Smith
Alert	Shipdo	. 4	in: -	Edwin J. Ames	Williams & Barnes
Chelsea		. 3	390 -	Potts	Perkins & Smith
			170	Fuller	Joseph Lawrence
Clement	Barkdo		279 935	Gibson	Benjamin Brown
Cervantes	lo		396	Benjamin Hempsted	Frink, Chew & Co Perkins & Smith
Connecticut	Ship	9	96: 384	Jeffrey	Perkins & Smith Thomas Fitch, 2d
Catharine					
			344	Crocker	Lyman Allyn
Columbus Electra			34:	Ward	Williams & Barnes
Electra	do .		33£ 403	Allen Jeffrey	Benjamin Brown
Friends	do		446	Holt	
Georgia	do .		344 354	Baker	Lyman Zaryn
Gen. Williams Georgia George and Mary Haleyon	Bh k		35t	Bailey	
Hannibal	Ship .		441	Brown	Benjamin Browa
					N & W W Billings
Julius Cresar	do .		347 414	Green Benjamin	Williams & Darnes
Lowell	do .		460	Sweet	Benjamin Brown
Mentor	do .		434	Smith	Joseph Lawrence
New England	do		36€ 342	McLane	Frink, Chew & Co.
Palladium	Bark		199	Tate	
Pembroke	Ship		386 975	Brown	Post & Sherry
SuperiorStonington			351		· · · · WILLIAMS & DATHES

e showing returns of whaling-ressels

ptain.	Managing owner or agent.
acy	Peleg Clarke
akeman	S. C. Phillips
anchester	Wheaton Luther
weeny	Ira B. Tuthill
ordham Rose Veeks Jase Brown Larlow	Corwins & Howell
Wad♥ ick W. Myrick	D. & A. Kingsland & Co. George B. Elkins
Middleton Pendleton J. Awes	Perkins & Sinta
FullerGibsonmin Hempsted Jeffrey	Frink, Chew & Co
Crocker	Benjamin Brown
Green Benjamin Sweet Smith Pendleton McLane Tate Brown	N. & W. W. Billings. Williams & Barnes Benjamin Brown. Havens & Smith. Joseph Lawrence Frink, Chew & Co. Joseph Lawrence B. H. Learned. Post & Sherry.

	- D	Date-			age.	
Whaling- ground.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	Remarks.	
Pacific Ocean	Nov. 14	July 21, 1847 Mar. 18, 1844	Bbls 1, 300	Bbls.	Lbs.	Sent home 15,160 pounds bone; sold to New Bedford 1847. Withdrawn 1844.
Indian Ocean	Sept. 3		1, 100			Wrecked off Fort Daughin, Madagascar, March 10, 1845; oil saved.
New Zealand	July 11		100		9, 000	Condemned at Valparaiso March, 1845; cargo sent home.
South Atlantic.	Aug. 25	Oct. 9, 1844	350			
South Seas	July 17			1, 450		Put into Auckland May 29, 1846, badly dumaged in a gale; condemed; cargo saved.
N. W. Coast South Seas Crozette Island South Seas	Mar. 25 Aug. 17 July — July 15	Apr. 22, 1845 July 3, 1845 Feb. 26, 1845 July 19, 1844	100	1, 340 1, 300 2, 500 1, 400	20, 000 12, 000 11, 000 25, 000 11, 000 4, 500	
Indian Ocean . Pacitic Ocean .		Mar. 30, 184	5 13	1, 650 3, 000	15, 000	Owned in Nantucket; condemned at Ta- hiti July, 1846; oil shipped to Bremen.
Ind. & N. W N. W. Coast Indian Oceau N. W. Coast	May	Apr. 14, 184 Apr. 15, 184	61 4	0 3, 27 0 3, 30 2, 50	30, 000 0 13, 000 0 22, 000	Bought —, 1843. Bought from New York 1843. Captain Ames and one man killed by a blow from a whale's flukes Nov. 21, 1843. Second mate, John Massey, died at Honolniu October, 1844; lost on Chatham Island; vessel and cargo a total loss.
Pacific Ocean South Atlantic		3	•			Lost June 29, 1844, on coast of New Hol- land.
Indian Ocean dododo	Aug. 2 Sept. 2	4 May 10, 184 6 Aug. 4, 184		1, 85 2, 46	0 17, 000 0 15, 00 15 5, 00	Bought from Nantucket; third mate, Erastus T. Weaver, taken out of his boat by a line and lost; sent home 17,000 pounds bone.
N. W. Conet South Atlanti Indian Ocean Chili & N. W N. W. Coast	May S May S May S	8 Mar. 7, 18- 9 Jan. 28, 18- 17 Apr. 4, 18- 13 Mar. 20, 18	15 1 15 1	50 1, 93 60 2, 20	90 22, 00 50 18, 00 00 23, 00 00 27, 00 00 40, 00 30 10, 00	0
Ind. & N. W. Indian Ocean N. W. Coast.	Aug.	2	• • • • • • • • • • • • • • • • • • • •	60 3, 0	40 20, 00	of 1500 barrels whale) saved. Hannibal new 1843; Captain Brown left the ship and came home in the Daniel Webster, sick.
Indian Ocean N. W. Coast.	May July	18 Apr. 27, 18	44	1, 5	00 12, 00 00 37, 50 00 29, 00	00
Indian Ocean Chili & N. W	July	6 Apr. 2, 18	47 8	1501 4, 3	50 20, O	Added 1545; sold to 21011 1 551
N. W. Coast. Indian Ocean South Atlant	Aug. June ic. July	8 May 1, 18 92 Feb. 93, 18 95 Apr. 6, 18	45	0 9	20 22, 00 00 26, 00 100 - 9, 00 100 30, 0	00 Sent home 230 sperm, 2,000 pounds cone.
N. W. Coast. Indian Ocear N. W. Coast.	July	9 May 26, 18 24 June 21, 18 8 Sept. 29, 18	544	190 2,	560. 7, 0	Sent home 21.000 pounds bone. Sent home 80 barrels sperm; sold 2,020 barrels whale at Rio Janeiro.

Table showing returns of whaling-ressels

Name of vessel.	Class.	Tounage	Captain.	Managing owner or agent.	
1843.					
New London, Conn.—Continued. White Oak William C. Nye	Ship	202 -	Nory Buddington	Joseph Lawrence N. & W. W. Billings	
Stonington, Conn.			Nash	Charles P. Williams	
Solton Syron Jabinet	Bark do Ship do	220 - 170 - 305 - 446 -	Willcox Noyes Forsyth		
Japinet Jaidonia Jaidonia Jaidonia Jeorge Herald	do do Bark	251 - 241 - 278 -	Williams	J. F. Trumbull	
Herald Philetus Richard Henry Tybee United States	Ship	137 - 299 - 944 -	Swan	do	
Cold Spring, — Monmouth N. P. Tallmadge Ruchmond Tuscarora	Bark Ship do	437	HedgesLudlowWhite		
Sag Harbor, N. Y.		370	Jones	William A. Jones	
Alexander American Ann Barbara Cadmus Coicmbia Concordia Crescent Citizen Daniel Webster Fanny France	Ship do Ship Bark Ship Bark Ship Bark Ship do do	984 999 268 307 285 365 340 464 397 301	Havens Leek Howes Suith Edwards Cartwright Miller Lansing Curry Edwards Edwards	Mulford & Howell Charles T. Dering Mulford & Sleight Luther D. Cook Thomas Brown Post & Sherry Mulford & Sleight Mulford & Gleight N. & G. Howell de	
Gem Hamilton, 2d	Bark		Worth	Mulford & Sleight	
Haunibal Henry. Haron Helen . Iulinoja.	do . do .	333 90: 424 416	Canning Brown Green Cartwright Jagger	L. D. Cook Charles T. Dering & C	
Marcus Manbattan Neptune	do . do . do .	283 440 386 280	Shearman Cooper Pierson Rogers	John Budd	
Nimrod Ontario, 2d Romnius Supericr Thames Washington Wm. Tell.	do Bark Ship	933 975 414 340	Barford	Post & Sherry Thomas Brown Hunting Cooper	
Mystic, Conn. Aeronaut	do	21	Pendleton		
Bridgeport, Conn.				Sherwood Sterling	

showing returns of whaling-resuls

ain.	Managing owner or agent.
dington	Joseph Lawrence N. & W. W. Billings
h leox	
syth	
liams gan water k	J. F. Tramballdodododo
dgesdgesdlow	John H. Joresdododo
nesvensvensvens	Charles T. Deriug Mulford & Sleight Luther D. Cook Thomas Brown Post & Sherry Mulford & Sleight
irry	
orth	Hunting Cooper Mulford & Sieight
anning rown reen artwright agger toyce hearman toper toper togers teen togers tillahop Sanford Glover	L. D. Cook Charles T. Dering & Co. John Budd. Post & Sherry N. & G. Howell John Budd. S. & B. Hauting & Co. C. T. Dering Post & Sherry Mufford & Howell.
	35.11
West Pendleton Avery	Charles Mallorydodo

	D	ate	Result	of voy	age.		
Whaling ground.	Of arrival.	Sperm-oil.	Whale-oil	Whalebenn.	Remarks.		
enth Atlantic.	July 13 Oct. 30	Feb. 17, 1845 Feb. 5, 1846	Bbls.	Bbls. 1, 900 3, 100	Lbs. 13, 000 12, 000	Withdrawn 1847.	
N. W. Coast	June 7 June 24 July 12 July 20 Dec. 29	May 24, 1844 Afay 26, 1845 Feb. 21, 1845 Apr. 15, 1846 June 4, 1846 Mar. 6, 1845 Aug. 11, 1845 Apr. 3, 1845 July 4, 1846 May 30, 1844	130 170	2, 100 2, 000 1, 530 1, 900	2, 400 25, 000 6, 000 22, 000 13, 000 11, 000 19, 000	Bought from Boston 1842. Bought 1843. Lost at South Shetland Islands Feb., 1845.	
Indian Ocean South Sens N. W. Coastdo	June 14 Dec. 2	Feb. 19, 1845 Mar. 13, 1846	150 900 100	2, 000 2, 500 3, 800 2, 400	5, 000 22, 006 12, 000 23, 000	Sent home 10,000 pounds bone. Added 1843.	
N. W. Coast Crozettes South Atlantic do Crozettes South Atlantic South Seas N. W. Coast do do do do do New Holland	Sept. 18 July 7 Aug. 26 Aug. 24 June 20 June 30 Oct. 11 Apr. 21 Aug. 17	Aug. 11, 1845 May 6, 1856 July 10, 1844 June 9, 1845 Apr. 2, 1845 May 6, 1844 July 22, 1846 July 22, 1846 Apr. 2, 1846 Mar. 12, 1846	130 300 930 160 130 93	1, 10 2, 25 1, 50 1, 50 3, 00 3, 22 3, 10	14,000 5,000 8,000 8,000 14,000 5,000 0 9,000 13,000 10,000	Bought 1843; second mate died 1845. Sold 500 barrels whale at Pernambuco. Withdrawn 1847. Bought 1843. Sent home 400 barrels whale and 11,43 pounds bone; withdrawn from the service.	
Crozettes N. W. Coast do	Sept. 1: Aug. 9: d Aug. 9: July 1: Oct. 2: Oct. 2: Oct. 3: Nov. June 1: Aug. 2: Aug. 3: Nov. June 1: Sept. 2: July 4: July 5: July 5: July 6: July 6	5 May 11, 184 5 May 14, 184 5 May 14, 184 1 May 19, 184 5 Apr. 6, 184 5 Apr. 6, 184 5 Sept. 14, 184 6 May 10, 184 6 July 26, 184 6 July 21, 1	5 200 5 100 5 100 5 6 9 5 8 9 6 7 7 6 9 4 20 5 10 6 9 6 9 6 9 6 9 6 9 6 9 6 9 6 9	0 1,50 9,40 9,40 0 2,90 0 3,00 5 1,00 9,10 0 3,10 1,1 1,1 1,1 1,4,0	0 25, 000 0 10, 000 0 22, 000 0 12, 001 0 12, 001 0 26, 000 0 6, 000 0 6, 000 18, 000 0 18, 000 0 19, 00 0 19, 00 0 19, 00 0 11, 00	Lost near Rio Grande, February. 1845 vessel total loss; saved 2,300 barrel whale-01. Bought from Boston 1842. Bought from New York 1843. Do. Do. Sold for merchant service. Bought from New York 1843; sold 1847. Bought 1843. Sold 404 barrels whale at Rio Janeiro. Bought 1843.	

Table showing returns of whaling-venuels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.	
1844.				1	
New Bedford, Mass.			Nehemiah West	Richmond & Wood	
lto	Bark	107 381	J. S. Hathaway	Jonathan Bourne, jr	
America	Bark	957 350	H. F. Eastham J. A. Baylies	Barton Ricketson J. A. Parker & Sou	
twerick	do	393	Robert Reynard	do	
	do	350	D. U. Coffin	James Arnold	
Arnolda	do	931	Mann	C. R. Tucker	
Barclay Barghton	do	354	Cox		
Barth. Gosnold	do	356	Edw. P. Mosher		
Chas. Drew	do	344			
Chase Cicero Condor	. Surp	. 95	Jacob Taber	C. W. Morgan	
Charleston Packet Columbus Champion	Barkdo Ship	. 18 31 33	Hutchina	Thos. Knowles & Co William B. Rodman J. D. Thompson	
Dartmouth		19	O Joseph Bennett, jr	1 ODEV & RICKOLSON	
Dryade	do do Ship	2		T. & A. R. Nye	
Enterprise			8. Brayton 8. Hawes	Robert Gibbs	
Fenelon	do		2 Luke Baker 50 L. Briggs	B. B. Howard O. N. Swift	
Fortune		9	91 Bailey	Gilbert Hathaway	
Fabius			H. Nickerson	C. R. Tucker & Co L. Howland, jr., & Co	
Golconda, 2d	do		55: Studley 37: Swift G. H. Jenney	Is. C. Jones.	
Hibernia Hope, 2d. Huntreas James Allen Jasper John Adams	dodododo		N. P. Simmons	Robert Gibbs Gideon Allen Alexander Gibbs	
John	do		30: Squire Sanford	Frederick Parker Wilcox & Richmond	

showing returns of whaling-ressels

	Managing owner or
ain.	agent.
West	Richmond & Wood Jonathan Bourne, jr
iom	Barton Ricketson J. A. Parker & Sou
ynard	James Arnold
na	C. R. Tucker
osber	I. Howland, jr., & Co
180	William Gifford Pope & Morgan
wland ber	B. Ricketson Lemnel Kollock C. W. Morgan
nd itchins anford	Thos. Knowles & Co William R. Rodman J. D. Thompson
rnvton ennett, jr	I. Howland, jr., & Co Jos. Dunbar & Co Tobey & Ricketson Jas. H. Howland
es sael	J. D. Thompson T. & A. R. Nye
on Tood	Jirch Perry
ker	B. B. Howard O. N. Swift
ailey	
erson laybew	
tudley wift enney	
mmons cox Shearman . Shearman . Pope	Robert Gibbs

Frederick Parker..... Wilcox & Richmond...

Blackmer...... Hathaway & Luce.....

Sanford..... Christian.....

	Da	Result of voyage.				
Whaling- ground.	Of arrival.	Sperm oil.	Whale-oil.	Whalehene.	Remarks.	
tlantic		Apr. 26, 1847 Apr. 19, 1849	Bbls. 230 452	Bbls. 3:20 90s		Bought from Fairhaven 1844. Bought from Nantucket 1844; sold to go to California 1819. Bought from Bristol 1844.
South Atlantic	Dec. 19 Oct. 12	May 19, 1847 June 23, 1846	900 85	1, 810	6, 000 16, 000	Sailed June 10; returned October 5; cap-
Pacific Ocean	Aug. 15					Lost on island of Ulitea February 15, 1845; got off; sailed under Chilian flag in whaling business; renamed Recovery. Added 1844.
do do Ind. and N. W	July 13 July 20 Oct. 31	Mar. 29, 1848 Jan. 5, 1850 Apr. 22, 1847	1,550 413 160		9,000	Sold 400 sperm. Sailed October 1, returned October 6, damaged by a gale; sent home 40,382 pounds bone.
N. W. Coast	July 24	Apr. 2, 1847	150		. 13, 000	
do	Ang. 5 Sept. 12	May 15, 1846 May 18, 1847	40		0 26, 000 0 15, 000	Bought 1844 from Philadelphia; sent home 15,862 pounds bone; withdrawn, 1847, for merchant-service.
Atlantic	Nov. 8 July 2 May 29	Sept. 9, 1846 July 3, 1846 Apr. 13, 1846		0 1. 73	3, 500 90, 000	Sent home 145 barrels oil. Second mate, James Ashley, died March 19, 1846.
Indian Ocean . Pacific Ocean . N. W. Coast	June 20 Apr. 1 June 13	Aug. 14, 1846 Apr. 9, 1845 Mar. 3, 1845	70 15	0 7	50 2, 00 00 14, 00	Added 1843, from Boston; Captain Sand- fort was injured by the breaking of a tackle-fall, and dit d from the effect 1845; sont home 14,000 pounds bone.
Pacific Ocean . Iudian Ocean . do	. Sept. 15	Apr. 14, 104	7 56	9, 1 00 1, 7 50 3	00 10, 00 50 10, 00 06 2, 00	Bought 1844 from Sippican; lost on a ree at Lahaina October 17, 1845; oil saved 35
do do	July 29	May 20, 184 Jan. 9, 184 May 24, 184		00 1,8	00 4, 00	Bought from Mattar plact 1844. Captain Taber, who went out in command returned sick, 1844.
do Pacific Ocean Ind. and Pacif	Ang. 21 Dec. 3 de Oct. 1	Jan. 15, 184	9 1,7	00	900 13, 00 50 200	Sent home 350 sperm. Added 1844 from Poughkeepsie; sent hom
South Seas N. W. Coast			49 1,	183 1,	652 54, 2	killed by a whale June 1845.
do Ind. and Paci	1				020 10, 0 600 28, 0 950 27, 0	9.080 pounds bone.
N. W. Coast	. Dec. 2	0 Apr. 8, 18	47		950 27, 0 400 16, 0	January, 1843.
do do	July 1	6 Fob. 5, 18	47	150 2, 120 3,	400 14, 0	000 Sold 12,000 pounds bone at Sidney. Captain Jenney died at Honolulu May 1845.
South Sens Indian Ocean South Seas Pacific Ocean	June S	3 May 4, 18 5 May 27, 18	46 47 47 48 2.	7001 -	000 1, 000 1, 800 61,	Dillie toda ne Emirantoni
Atl. and Ind Pacific Ocean	June	8 Apr. 14, 18 23 May 30, 18	1	700 .	250 10,	Sent home 20 sperm. Captain Mason di at sea 1844. The John Adams is repo ed condemned in 1848 or '49, having se home 1,019 sperm.
Atl. and Paci Ind. and Pac			848 1,	200 750	30:	

Table showing returns of whaling-remels

Name of vessel.	Class.	Tennege.	Captain.			Managing owner cr agent.	
1814.					1		
New Bedford, Mass.—Continued.	Ship	379	811	as Tinkham	D. Be	R. Greene & Co	
uno	Brig	266		Smith	30.0	w W Howland	
afayetteafayette	do	38	J.	R. Tallman	J.	A. Parker & Son D. Thompson	
alia Roban Jewin Jerpool Jegan	do	300		— Devoll handler Gardner	i L	braham Barker Howiand, jr., & Co	
-1- Delet	Bark	98		im. J. Howland		H. Howland	
L. C. Richmond	Ship	34	J.	Willcox	T	homas Willeox B. Howard	
Liverpool, 20 Morea Majustio	do			—— Cushman —— Smith	T	homas & Dow	
Mann	do	98	T	homas Corey	I.	Howland, jr., & Co obn C. Haskell	
May flower	do	. 36	2 -	Cash	. H	Howland, ir., & Co	
Mineren Smyth	. Bark	2	11 -	Smith	0	R. Tucker	
Milwood		- 2		k, W. Hatbaway lenjamin Prico		TI & W Incails	
Margaret Scott Mercury Massachusetts	Shipdo	3	di B	F. D. Haskell	6	. Howland. jr., & Co), & G, O, Crocker	
Midas	do		21 1	g. W. Collins J. S. Macomber	. 1	Iohn Coggeshall William G:fford	
Minerva	0	. 9	16:	Charles G. Smith Taber		g. C. Joues	
Montpelier	do	4	3:	William E, Tower H. Howland		West & Paine E. W. Howland	
Marcia				James Gray		Hathaway & Luce	
Niger				T. C. Swain		I. Howland, jr., & Co Hathaway & Luce	
New Bedford	do .		365.	Hamlin			
Nye	do .		911	R. F. Pease		T. & A. R. Nye	
Olempia			99(156	Taber		Ashley & Philips Cranston Willcox	
Otranto	do		23:	Asa Hoxie		J. D. Thompson Jirch Perry A. Robeson	
Pacific	Shipdo	001	331	L. Little		A. Robeson	
			83.	W. N. Bourne		Jons. Bourne, jr Atm. Barker	
Roscoo			350	A. R. Barker G. H. Clark		D R Greene & Co	
Sallie Anne	ob		981 31:	Samuel Coggeshall		Rodney French	
Stephania	do		30:	Gardner		John Coggeshall J. D. Thompson J. B. Wood & Co	
Science			38t 414	William Wood S. S. Hathaway	***	Swift & Allen D. R. Greene & Co	
Two Brothers	do		28 284	Isaac H. Jenny	••••	Swift & Allen	
Titles	Ship		321	W. H. Whitfield		Henry Taber & Co A. H. Howland	
Wade Washington Young Phenix	Ship		34-	Whelden		Jona. Bourne, Jr J. A. Parker & Son	
Fairhaven, Mass.	Shir)	32	Hathaway		E. Sawin	

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Managing owner or agent.

D. R. Greene & Co Benj. F. Howland....

Edw. W. Howland ... J. A. Parker & Son... J. D. Thompson ... Abraham Barker ... I. Howland, Jr., & Co...

I. Howland, jr., & Co... John C. Haskell. H. Taber & Co. I. Howland, jr., & Co... C. R. Tucker G. Allea

S. H. & W. Ingalis I. Howland, jr., & Co. . O. & G. O. Crocker

D. R. Greene & Co Swift & Allen

Henry Taber & Co..... A. H. Howland Jona. Bourne, jr J. A. Parker & Son.....

E. Sawin.....

HISTORY OF THE AMERICAN WHALE FISHERY.

sailing from American ports-Continued.

		Result	THE WA	ry ager.		
Whaling- ground.	Of seiling.	Of arrival.	Sports-odf.	Whale-oil.	Whalehan	Remarka.
South Seas	June 6 Oct. 10	May 91, 1847	Bbls.	Iblu 2, Ula	/// ***	Bought 1814; condemned at Saint Cathe
Pacific Ocean do	Sept. 7 Nov. 14 Nov. 5 July 23 May 21	Aug. 91, 1847 July 6, 1848 May 10, 1848 Mar. 5, 1 47 May 16, 1845	93t 1, 10. 25. 50. 906	#00 300 1, 606 1, 606 1, 601	7, 60° 1, 201 6, 005 14, 90° 15, 000	rines February, 1845. Sold 190 barrels whate at Saint Catherines. Sent home 14,600 pounds bone. Third mate, John Francis, killed by a whate 3d by 1846.
N. W. Coast Pac and N. W N. W. Coast	Oct. 19 Dec. 16 June 17 July 10 July 20	Sept. 30, 1848 Mar. 20, 1848 June 94, 1847 Fob. 13, 1847 May 5, 1848	1, 300 90 90 1 400		2, 00	whate July, 1846. Hought from New York 1844. Bought from Boston 1844; withdrawn 1847 Nent homo 10,885 pounds bone; sold 254 sperm and 260 whate on voyage.
Indian Ocean N. W. Coust Ind. and N. W Pacific Ocean Indian Ocean	June 10 July 9 July 1 Jan. 4 Nov. 96	Apr. 10, 1847 Ock. 24, 1847 Apr. 1, 1847 Sept. 19, 1845 Jan. 5, 1847 July 3, 1846	500 195 350 15 80.	1, 77. 1, 77. 2, 70. 2, 15t	7, 000 13, 001 11, 004 11, 004	Went into California trade 1849, Sent home 32,700 pounds bone.
Indian and Pac Pacific Ocean	July 25 Sept. 11 Nov. 19 Sept. 5	July 3, 1846 Aug. 19, 1847 Feb. 11, 1848 June 2, 1848		-,	10, 00t 14, 00t 60t	Second mate, Barney Merrick, drowned by capsizing of a boat, November 8, 1844. Sent home 44 sperm. Sent home 8,638 pounds bone. First reats killed by a whale, October, 1845, sent home 150 aprent 50 aprent boars.
Indian & N. W N. W. Coast Pacific Ocean N. W. Coast do	June 19 Oct. 30 Aug. 3 Sept. 99 July 10 July 12	Apr. 30, 1847 Mar. 3, 1847 June 96, 1848 July 29, 1847 Apr. 28, 1847 May 25, 1847	100 900 900 400 600	1, 400 9, 100 900 2, 100 9, 201	4, 000 16, 000 10, 00. 7, 000	sent home 150 sperm. Captain Collins died February 4, 1845, Adued 1844; sent home 40 sperm.
Pacific Ocean	July 12 July 30	May 25, 1847 Nov. 28, 1847	1		7, 000 5, 006	Bought from Fairhaven, 1844; sent home 7,200 pounds bone. Built at Mattapoisett, 1844; sent home 9: sperm.
do	July 17 Sept. 19	Feb. 28, 1848	306	2,600	1, 506	Sent home 13,221 pounds bone. Sold to parties in San Francisco for what ing thence; shipped 1,050 sperm and 45
do	Oct. 94 Oct. 91	May 12, 1848 May 25, 1847	750 950		1, 156 23, 006	whale to London. Sailed October 1; returned October 15th damaged by a gale. Bought from Boston, 1844.
Indian Ocean	Dec. 3 Aug. 19 Oct. 21 Aug. 29	Nov. 92, 1846 Mar. 8, 1847 July 5, 1848	7:30		18,000	Lost on a reef off Pernambuco, March 93
Indian Ocean N. W. Coast Indian Oceandodo	June 18 Nov. 3 July 7 Nov. 4	Mar. 13, 1846 July 28, 1847 Apr. 14, 1847 May 1, 1846	140 850 500 200	1, 90 2, 150 1, 500 1, 60c	18, 000 1, 506 19, 506 12, 006	1848; had 200 sperm and 2,000 whale saved about 900 barrels Sent home 9,500 boas.
N. W. Coast Indian & N. W. N. W. Coast New Zealand	Aug. 3 July 2 July 3 June 27	May 1, 1846 June 29, 1847 May 10, 1849 May 27, 1847	9 r 300 100		12,000 11,000 3,50c 14,000	Sent home 40 whale. Bought from Portland, Me., 1844; sold, 184 Bought from Boston, 1844; lost on Islan of Roratongs, March 11, 1845.
Indian Ocean Pacific Oceandodo	May 8 Nov. 7 Oct. 6	June 4, 1847	1, 700	400	3, 006	Lost in St. Matthew's Bay, Patagonia, Oct. 5, 1845; saved 500 barrels c'l.
Indian Ocean N. W. Coast Pacific Ocean	June 28 Dec. 2 Nov. 13	July 4, 1848 Apr. 15, 1846 May 20, 1847 Oct. 17, 1848	100 100 1,800	1, 800 2, 100	90, 000 1, 500	Sent home 21,622 pounds bone.
Indian Ocean	Aug. 6	Mar. 31, 1847	90	1, 790	15, 000	New 1844; was absent 7 years and months; brought 400 barrels cocon-nuclei; shipped to England on voyage 2,60 barrels sperm, 950 whale, 1,450 occoa-nut sent home 334 whale, 1,9000 bone

Jenny..... Joodwin Vhitfield W. Downs... Whelden dickell

Iathaway ...

Table showing returns of whaling-result

Name of wessel.	Ulass.	Tonnape.		Captain.	Managing owner or agent.	
1844.						
50110	Bark	30 14 30 45 36 36 96 42 31 98 30	-	Handy Cocbran Howland Holy V. J. Stort Swift Luce Peace Harding F. Ellis, jr. J. Robert L. Stowart L. Stowart	Edmund Allen. M. O. Bradford. E. Sawin. Nathan Church Glibba & Jenney Pini & Jenney Pini & Huttleatone Esmuel Borrlen L. Jenney & J. Tripp F. R. Wittwall Lemuel Tripp Atkins Adams.	
Holmes' Hole, Mass.					Thomas Bradley	
Ocmulgec Pocabontas	Ship	43 34		Manterdo	Thomas Drawy	
Nantucket, Mass. Charles Carroli Ultiseu	Ship	31	tit I	Thomes L. Andrews Hirum Bailey George D. Coffia	W. C. Swain	
Harvest	do	3				
Henry	. do do do do do	333333333333333333333333333333333333333	(2. Pr 4 63-	William Brown Edward C. Austin Thomas Coffio, 2d Edward Weeks Albert Ray Hopry Coleman John Gardner, 2d	Daniel Jones Christopher Wyer William R. Easton F. C. Sanford Matthew Groaby: John H. Shaw	
Niphon	do	T	140	Jose Galmer, so		
Omega	do do do		363 3.14 393 340	Charles H. Morton George B. Folger Perry Winslow Barsillai T. Folger	William B. Count.	
Two Brothers	Schoon Ship .	101	330	Charles Grant	Barret & Upton	
Falmouth, Mass. Awasheuks Hobertok Harriet			349 414 100	Roland R. Jones	Dillan course	
Edgartown, Mass.	. Bark.		99:	Luce	Alex. P. Weeks	
Alfred Tyler	Ship .		343	Pense		
Milton	. Bark.		17	Sprague	Thomas Milton	
Vineyard York			38 43		Benjamin Worth John O. Morse	
Westport, Mass. Champion	Bark Brig		20 19	Boodry	Thomas W. Maynew.	
Dr. Franklin Mexico President Hajah Theo. Chase	Bark Bark Bark		10	30 Wing	A. Hicks	

howing returns of whaling-vessels

in.	Managing owner or . agent.
and some sounds do	
y	Gibba & Jenney Fish & Huttlestone Samuel Borden L. Jenney & J. Tripp F. R. Whitwell Nathan Charch
lor	Thomas Bradley
Andrews	m 0 0 201-1-1
rown Austin offin, 2d eeks emas	William R. Easton F. C. Sanford
lner, 2d	J. H. Shaw & W. Folger
Morton. Folger nslow r. Folger	Gibert consu
rant	Barret & Upton
Eldridge . Jones ford	Thomas Swift
100	Alex. P. Weeks
rague	Abraham Osborne Thomas Milton
offin	Benjamin Worth
owle	Andrew Hicks
rancia Viug iimonda Veat	Job Davis

	De	Iteanit	of voj	age.		
Whaling- ground.	Of sulling	Of arrival.	Sperm-oil.	Whale-eil.	Whalebane	Remarks.
do indian & N. W Pacific & N. W Indian Ocean Pacific Ocean Indian and Pac Pacific Ocean do Indian Ocean Indian Ocean	Nov. 92 Oot. 92 June # July D Slept. 16 Slept. 14 Slept. 11 May 5 Slept. 14 Oct. 93 Aug. 5	Sept. 10, 1858 May 95, 1847 July 96, 1847 Feb. 22, 1847 Feb. 24, 1846 Apr. 6, 1847 Apr. 98, 1848 July 90, 1848 July 90, 1848 Nov. 97, 1847	.Bbla. 336 570 1, 800 330 330 930 1, 300 1, 300 1, 256 50 200 1, 400	70 3, 370 9, 400 9, 200 1, 000 1, 050 600 800	4, 000 7, 000	Nent home 13,279 pounds bone. Bent home 29,335 pounds bone, 1846. Added 1844, from Nantucket. Captain Taber left the abip at Paita, sick.
N. W. Coast Pacific Ocean.	Nov. 21 May 15	May 25, 1847 July 20, 1846	1, 100	9, 520 956	34, 000 9, 000	Added 1944, from New Loca.
Pacific Ocean.	May 16 Aug. 25 Oct. 18	May 29, 1848 July 17, 1849	1, 261 1, 302	473 1, 175	9, 000 5, 000	Built 1844, at Boaton; sold 150 aperm, 425 whale. Lost second mate, ten men, spars, boats,
do	July 1 June 10 Oct. 14 June 96 July 31 Oct. 3 Nov. 29	Apr. 24, 1848 Aug. 15, 1847 Oct. 19, 1848 July 7, 1848 Sept. 15, 1848 Oct. 2, 1848		1, 31	3,000	Loat second mate, ten men, spars, occ., by shipping a ser, returned January 6, 1945, and sailed again in 1945. Sold 70 barrels whale. Sold 20 barrels sparm. Sold 290 sperm, 30 whale. Loat boats, spars, &c., in a gale, October 6; returned and sailed again November 8; sold to Mattapoient 1948. Built 1844, Cappain Gardner left the ship at Sandwich Islands, sick; sunk at sea, homoward bound, January 19, 1849, bottom bored by worms.
do dodododo	Oct. 26 Oct. 1 Sept. 17 Sept. 15	Jan. 29, 1846 June 3, 1846	1, 09 1, 51 1, 64 1, 27	5	7, 500	Lost second mate, Andrew Brock, and two men by boat capaizing.
Atlantic Pacitic Ocean .	Aug. 3i	June —, 1844 Mar. 10, 184	1, 86		0	Sold to Edgartown.
South Sens Pacific Ocean. Atlantic	June 14	Apr. 29, 184	8 1, 40 8 1, 00 3 8	00 1, 16 00 1, 00 50	10, 000	Added 1844.
Pacific Ocean.	1			50 54		Bought from New York 1844; sent hom 25 bundles bone. First mate, Peter West, died at Valparaise
Atlantic				1	10, 000	Bark Milton added 1844; withdrawn i
Pacific Ocean		May 29, 184 Mar. 2, 184	7 4	00 2, 0 00 2, 1	0(20, 000 0(20, 000	ol came nonco store
Atlantic		5 June 11, 184 5 July 2, 18-			46	
do	May 1	3 June 1, 18-	(5 5 (5 3 (5 3	550 120	90 150 1, 80 16, 00	first mate, Leonard, took comman

Table showing returns of whaling-ressels

Name of vessel.	Class.	Tonnage.	Cap'a	in.	Managing owner or agent.
1844.					
Mattapoisett, Mass. Unawan Ulzabeth Edward Goseph Melgs Mattapoisett Sarah Solon	Brig Bark Ship Bark do Brig Brig	159 219 134 336 150 170 129 164	Jenu South Brig May Dilli	worth	Seth Freeman R. L. Barstow Wilson Barstow Jos. Meiga Leonard Hammond C. Barstow & Son A. Daggett R. L. Barstow
Wareham, Mass. America Geo. Washington	Brig Ship	148 374	— Dela	nosell	M. S. F. Tobey S. C. Gibbs
Provincetown, Mass. Belle Isle Edwin Esquimanx Gem Joshun Brown Joshun Brown John B. Dods Louisa Medford Pacute Rienzi Lienzi Spartan Stranger Samuei and Thomas	Brig Schoon Brig Grig Schoon Brig Grig Schoon Brig Schoon Brig Schoon Brig Schoon	100 164 8F 113 165 er 99 123 130 er 18		th	Eben Cook Parker Cook Timothy P. Johnson Seth Nickerson E. S. Smith Samuel Cook D. Small Abraham Small Samuel Soper
Sippican, Mass. Quito				ase	J. S. Bates
Exchange Maracaibo Freetown, Mass. Elizabeth	Brig .		93 Ni	fford	
Harriet	do	5	85 D	arfee	
Providence, R. I. Balence Cassander Envoy Richmond	Ship do do Bark		299 — K	ing Sisher	W. Humphrey Nathaniel Potter Amherst Everett Pearce & Bullock
Bristol. R. I. Emigrant Troy	Bar		180 8	Shearman Frinnell	
Warren, R. I. Charlot. Exchange Hoogley. Henry Tuko. Hopewell. Luminary.	Shi	k	180 292 365	Lnce	John K. Wheston do Joseph Smith Burr & Smith
Newport, R. I.			361	Swain	N. S. Ruggles

1	A 10.00					
ain.	Managing owner or agent.					
ter	Leonard Hammond C. Baratow & Son					
anossell	M. S. F. Tobey S. C. Gibbs					
ith	Seth Nickerson E. S. Smith Samuel Cook D. Small Abraham Small					
base	J. S. Bates					
opkins ickerson	Richard W. Holmes Atwood L. Drew					
ifford	E. P. Hathaway					
Ourfee	W. Humphrey					
Resd King Fisher Swift						
Shearman Grinnell	Samuel Churchdo					
Luce Merry Townsend. Champlin	N. M. Wheaton John R. Wheaton do Joseph Smith Burr & Smith Joseph Suith					

Whaling- ground.	D	Date-		of voy	age.	
	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	Remarks.
Atlantic Indian Ocean Atlantic Indian and Pac Atlantic	Nov. 98 July 17 Oct. 23 Sept. 25 July 7 Apr. 10 Nov. 12 June 6	June 3, 1846 May 16, 1846 Oct. 30, 1845 June 19, 1846 Aug. 5, 1846 Feb. 14, 1846 Aug. 28, 1846 Aug. 11, 1845	340 320 940 350 550 90	121 246 2, 361		Sent home 500 harrels sperm. Withdrawn 1846. Burned at anchog at Mattapoisett, June 27, 1846. Sold to Westport 1846. Sent home 200 harrels oil. Added 1844; beaght from Sippican. Added 1844; first nate killed by a whale December, 1844.
do Pacific Ocean	July 9 July 26	Sept. 20, 1845 Aug. 3, 1847	230 406		6, 000	Sold to Mattapois tt 1846.
Atlantic	Nov. 13 May 15 May 15 Nov. 30 Mar. 7 May 1	Sept. 29, 184 May 14, 184 July 30, 184 Oct. 31, 184 Apr. 6, 184 Sept. —, 184	70 5 200 5 170	91 9 81 9 50 9 50 9 50 9 50 9 50 9 50 9 50 9 50		Withdrawn 1845. Withdrawn 1846. Added 1844. Added 1843 from Boston.
Atlantic	Jan.			90 40		
Atlantiodo	Dec. 1- Apr. 2	Oet. 10, 194 Dec. 27, 186	14 20	30 · · · · · · · · · · · · · · · · · · ·		
Indian Ocean .						Burned at Feejeo Islands, February, 1846 cargo saved; added 1844; sent home 10,000 pounds bone and 128 barrels sperm Condemned at Pernambuco, August, 1848.
N. W. Coast					12,00	A portion of the bone was on freight; sol
do Indian and N.' N. W. Coast	Oct.	7 1 200 18	47 9	1, 80 34 2, 83 110 3, 20	2, 50 56, 00 17, 00	Withdrawn 1847; sold to New Bedford. Added 1844; sent home 19,654 pounds bone
Indian Ocean South Atlanti		11 Feb. 2, 16 19 July 4, 18	847 846	27: 1 250		
N. W. Coast Indian Ocean Pesific Ocean N. W. Coast do Indian Ocean	May Sept. May	30 June 7, 16 12 O.t. 7, 16 4 Sept. 15, 16 June 14, 16	847 846 848 848	35(86(1	4(0(14, 0)	OC Added 1844; sent home 2,033 pounds bon withdrawn 1849. Added 1844 from New York.
N. W. Coast.	Nov.	3				Shipped 500 sperm, 21,000 pounds bone London; from Sidney; changed her nar to Sacramento and went into the Calife nia trado 1:51; sent home 1,750 whale.

Table showing returns of whaling-ressels

		T		
Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1844.				
Newport, R. I.—Continued. Helen	Brig Bark		r. B. Peabody James Price	William Pricedo
Pocahontas	Brig	114	Barker	J. S. Monroe
William Lee	Ship	311	Wimpenney	J. S. Montoo
Lynn, Mass.	Ship	. 260	Wyatt	Andrews Breed
Salem, Mass.	. Ship	398	Hall	S, C, Phillips
Somerset, Mass. Pilgrim	. Bark	137	Clark	George B. Houd
Cold Spring, Mass. Alice Huntaville	Bark	523	- 23	
Splendid	do	473		i
Stonington, Conn. America Bolton Charles Phelps Engene Meroury Mary and Susan Newark Newburyport Prudent Sophia and Eliza	do do do Bark	29 36 29 30 30 30 32	0 — Barber	Pendleton & Trumbull. C. P. Williams John F. Trumbull. Pendleton & Trumbull. C. P. Williams
United States	do		44 32 —— Stevens Barnum	
New London, Conn.	Ship	4	Hull	Abner Bassett
Armata		ouer 3	Frink	Townsense
Betsey Chas Carroll Chaileston	Ship		404 — Long 373 — Chester 499 — Kelley	Perkins & Smith N. & W. W. Billings Perkins & Smith
Com. Perry	Bar	k	270 Bailey	
Columbus	Bri Bas	k	159 — Huntley 176 — Harris 145 — Douglass.	Wenver & Rogers
Dove	Shi	k	306 Steel	Towned & Stoddard
ExileFame	Sel	nooner rk	70 — Bells Mitchell .	William Tate
Frenklin		hooner io	119 —— Strond 60 —— Marks 551 —— Smith	William Tato.

ain.	Managing owner or agout.
ody 30ker	. William Pricedo
mpenney	
ntt	. Andrews Breed
ırk	George B. Hood
nith pwe ordham	John H. Jonesdo
ash	Charles P. Williams
arber endleton endleton endleton Inbba: d endleton Fray Frowster	do do Pendleton & Trumbull. C.P. Williams John F. Trumbull Pendleton & Trumbull C. P. Williams
Stevens Baruum	Pendletou & Stant
Hull Frink	T I correnge
Perkins Long Chester Kelley	Perkins & Smith N. & W. W. Billings Perkins & Smith
Bailey	. Danner
Huntley Harris Douglass Steel	e Cl-14h
	brobbosts
– Stroud – Marks – Smith	Perkins & Smith William Tate Thomas Fitch, 2d

	Da	ite-	Result	of voy	age.	
Whaling- ground.	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	Remarks.
Atlantic	Oct. 10 May 10	Aug. 23, 1845 Aug. 23, 1846 Aug. 20, 1844 Oct. 12, 1847	Bbls. 80 320 500	15 20		Sold 1847. Added 1844 from Mattapoisett; sold to New Bedford 1846. Returned in consequence of a mutiny among the crew; withdrawn 1844.
N. W. Coast	Aug. 30	May 23, 1847	150	1, 850	19, 000	Sent home 8,604 pounds bone; sold 1847.
Pacific Ocean	Dec. 17	May 15, 1848 June 4, 1846	620	1, 580		
N. W. Coast N. W. Coast	Sept. 18 Oct. 23 June 28	June 17, 1846 June 29, 1847 Apr. 26, 1848 June 17, 1847	150 :200	2, 900 2, 400	19, 000 31, 000 12, 000 25, 000	by a whate, December, 1943. Added 1844; sent home 12,016 pounds bone; second mate, John Drury, died at Hono- lulu, March, 1845.
Crozetto Island Indian Ocean do Chili and N. W Indian Ocean . Chili and N. W do N. W. Coast Indian Ocean .	June 25 July 15 July 30 July 30 June 20 July 8 Sept. 11	Mar. 30, 1842 Apr. 15, 1847 May 20, 1844 Apr. 13, 1846 May 23, 1844 Apr. 30, 1846 Mar. 5, 1844 Mar. 1, 1844	50 50 70 71 100 31 250 71	2,000 2,050 2,000 2,000	16, 000 16, 000 17, 000 17, 000 10, 20, 000 10, 000 10, 000	Sent home 11,000 pounds bone; added 1844 Added 1844. Added 1844. Run into by British bark Wellington, lati- tude 18° south, longitude 17° west, and abandoned in a sinking condition; added
N. W. Coast		July 20, 184 May 12, 184	7 6 7 10	0 1, 54 0 80	0 7, 000	Added 1844; withdrawn 1847.
Indian and N.V. South Atlantic Sealing	May 21				22,000	Lost in Straits of Magellan, January 3, 1845.
Desolat'n Isl'd Indian and N.Vdo	June 18	Mar. 10, 184		50 3, 1	0 17, 00 30 30, 00 50 6, 00	0 Added 1844 from Boston; 80tt 1847. Lost January 6, 1846, on Sydenham's Island with 2,700 barrels oil. Sent home 9,380 pounds bone; sold 200 bar- rels oil at Sidney; sold 1847 to be broken
Atlantic N. W. Coast	May 2	Mar. 16, 18			00	up. Condemned at Rio Janeiro 1847; sold whale oil; shipped sperm home.
Indian Ocean Chili and N. V Desolat'n Ial'	June 1 June 2 d. July 1	4 Aug. 16, 18 Mar. 10, 18 7 Jan. 8, 18	17 6	1	9, 00 9, 00 922 8, 50	Added 1844 from Boston; sent home —— pounds bone.
do Ind. and N. V	June J June I V. Aug. 1	5 Apr. 7, 18			500 10, 0	Added 1844; lost on Desolation Island 1848 OO Added 1844; sent home 16,000 pounds bone

Table showing returns of whaling-ressule

The second secon					
Name of vessel.	Class.	Tonnage.	Captain.	Managing owner of agent.	
1844.					
New London, Conn.—Continued.	Schooner	81.	Butler	Perkins & Smith	
Helvetia	Ship	332	Porter	Joseph Lawrence	
Henry Thompson	do	318	Andrews	Frink, Chew & Co	
India	do	433	Miller	Havens & Smith	
T. N Chief	do	401	Hemsted	Frick, Chew & Co	
Iris	Bark Ship do	. 247 497 440	Rice Fitch	N. & W. W. Billings	
Jason Jefferson John and Elizabeth Julius Cesar Louvre	do	337 394 294 347 370	Slate	Lyman Allen	
Mogul	do	397 424 414 565	Andrews Baker Destin, Greene	Williams & Barnes do	
Neptune North America Phonix Superior Shaw Perkins Tonedos		38: 40: 40: 50:	Skiuner	do do	
Venice	do			Weaver & Rogers Williams & Barnes	
Greenport, N. Y. Lucy Aun	ShipdodoBark.	29 23	Case		
New Suffolk, N. Y.	Bark.	9:	Payne	Ira B. Tuthill	
Gentleman V V					
Sag Harbor, N. Y. Acasta	Bark Ship		Harlow	Post & Sherry	
Arabella Barbara Franklin Hamilton Hudson	Bark Ship	3	67 — Babcock 68 — French 991 — Halaey 922 — Babcock Nickerson	Charles T. Dering Hunting Copper C. T. Dering L. D. Cook & A. Green	
Italy John Wells. Levant Martha. Niantio. Nimrod Noble Ontario Ohio	do do do do do Bark		298	Thomas Brown Tiffany & Bennett L. D. Cook & H. Green C. T. Dering do do S. & B. Hunting & Co	

owing returns of whaling-versels

v.	Managing owner or agent.
r	Perkins & Smith
r	Joseph Lawrence
ews	Frink, Chew & Co
r	Havens & Smith
	Frick, Chew & Co
sted	Jos. Lawrence N. & W. W. Billings
isker	Learned & Stoddard William P. B. njamin Havens & Smith Learned & Stoddard Lyman Allen
ker	Learned & Smith
D	Lyman Allen
rews	Williams & Barnes
in	Havens & Smith
ne	do
	do
ards	THE TAX TO THE PARTY OF THE PAR
t	Porkins & Smith
Γ	
ista k	4 70
ter rk	Weaver & Rogers Williams & Barnes
wn	Wiggins, Parsons & Coo Ireland, Wells & Car
16	penter.
dvin	Wiggins & Parsons
rwin	do
	Ira B. Tuthill
yne	ALM TO THE HEAT
arlow.	John Budd
rlow dsey	Post & Sherry
beeck	N. & G. Howell
ench	Hunting Cooper
beeck ench alsey beeck ickerson	N. & G. Howell Charles T. Dering Huating Cooper C. T. Dering L. D. Cook & H. Gree
	David G. Floyd
old edges avens rake	Thomas Brown
rake	Thomas Brown Tiffany & Bennett L, D, Cook & H. Gree C. T. Dering
ate owler lowes	do
owes	dotion t Co

	D	ate-	Resul	t of vo	yage.	
Whaling- ground.	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	Remarks.
Desolat'n Isl'd.	June 5		Bbls.	Bbls.	Lbs.	Lost on No Man's Land May 23, 1847, home- ward bound; sent home 60 barrels oil saved; had on board 100 whale and 200 clephant.
N. W. Coast	June 1					a cargo of 1,350 sperm and 150 whale;
Ind. and N. W.	Sept. 11 Ang. 21	May 24, 1847 Apr. 6, 1847	370 200	1, 10	12, 000 0 15, 000	8,000 pounds boue. Added 1844 from Boston; sent home 21,600 pounds bone 1846.
Chill and N. W Indian Ocean . N. W. Coast do	. Sept. 20	Mar. 7, 1847 May 6, 1848 May 27, 1848 May 20, 1847	130 270 30	3, 07 1, 30 4, 25 3, 07	0 10, 000 14, 000 31, 000	Added 1843; sent home 28,796 pounds bone.
South Atlantic Ind. and N. W do N. W. Coast Ind. and N. W	July 2 Aug. 15 July 11	Jan. 23, 1846 May 24, 1847 May 25, 1847 July 14, 1847	3 14 13	2, 65 0 1, 66 0 1, 91 0 1, 40	50 10 16, 600 10 1, 600 12, 00 56 12, 00	Added 1844 from Wilmington. Sent home 12,133 pounds bone 1846.
do	June July 1	Apr. 8 184 May 24, 184 May 29, 184	7 13	2, 13 0 3, 3 25 2, 9	50 22, 00 50 34, 00 75 5, 00 82 15, 00	Sold 1847. Added 1844 from Newburyport. Added 1844; boucht from New York; Added 1844; boult from New York; built at Philadelphia 1832; sent home
do Chili and N. W Indian Ocea Ind. and N. Desolat'n 1st o Indian Ocean Ind. and N. V N. W. Coast.	Aug. 1 June Aug. July 1	5 June 9, 184 5 Apr. 28, 18-	7 2 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	75 1, 7 50 2, 5	12, 00 156 2, 00 15, 00 15, 00 15, 00 15, 00 16, 00 16, 00 16, 00 16, 00 16, 00	Sent home 9,598 pounds bone 1846. Sent home 5,593 pounds bone 1846. Sent home 5,593 pounds bone 1846. Sent home 19,667 pounds bone 1846. Lost at Desolution I land with all on board, 8 souls, 1847. Churchill, injured by falling off a water-cask and died Dec., 1847. Added 1846.
Ind. and N. V N. W. Coast.	V. Nov.	7 May -, 18 May 1, 18	47		400 24, 0 380 20, 0	
Ind. and N. V South Seas.	W. May July	Apr. 13, 18 July 15, 18	46	25 1, 125 1,	700 17, 0 900 7, 9 67: 15, 0	Bought from New York 1843.
Crozettes	June	4 Sept. 25, 18	345		450	Added 1844 from New York.
Tristan New Zealand	Aug.	23 July 23, 15 23 July 1, 15	847 847	175 2	500 13, 656 15,	the business.
N. W. Coast Crozettes N. W. Coast Crozettes Pacific Ocea	July	5 Apr. 6 22 June 8, 1	347 845	160 160 100 1	, 870 16, , 640 3, 290 2, , 830 4,	Condemned As variables one. Ook Sent home 11,888 pounds bone. Third mate, Isaac Platt, drowned February 6, 1845; sold to Mystic 1848.
N. W. Coastdo do do New Zealar Crozettes	July Sept Sept d Jun Aug	30 June 7, 1 , 19 June 5, 1 , 18 Apr. 8, 1 e 4 Feb. 1, 1 , 31 July 26,	846	180	2, 700 28, 2, 340 20, 1, 830 18, 2, 550 24, 2, 400 10, 946 7 1, 480 6 2, 260 10	000 Added 1844; bonght from Research 000 Added 1844 000 Added 1844 from Hudson; sold 1847, 000 Added 1844; sold 1847 to Warren.
N. W. Coast do New Zealar	Aug	7. 29 June 9, 28 Apr. 29,	1847 1848	40	2, 260 10 1, 150 5	000 Withdrawn 1847. 000 Added 1844 from Boston.

Table showing returns of whating-vessels

Name of vessel.	Class.	Товизде.		Captain.	Managing owner or agent.	
1844.						
Sag Harbor, N. Y.—Continued.		369		Ludlow	Hunting Cooper	
ecar	Ship	369	-	Ludiow		
Panama	do	46.		Crowell	N. & G. Howell Cook & Green	
Manufacture	do	314		Braggs	R. & B. Hunting & Co . 1	
hadland	do	470		Hand	Mulford & Sleight	
salem	do	454	1 -	Dering	Cook & Green	
	do	523		Baker	C. T. Dering	
	do	410		Lowen	Mulford & Sleight	
	do	28		Edwards	R. Cooper	
Timor	do	38		Paine	S. & B. Hunting & Co.	
	1		1			
Mystic, Conn. AtlanticAlibree	Ship Bark	29 37		Keeny Burrows	Charles Mallory L& W. P. Randall	
Ringham Congress	Ship Bark	37 26		Eldredge	I. & W. P. Randan	
Coriolanus Meteor Shepherdess	Ship do	. 3	38 - 25 - 74 -	Appleton Lester Clift	C. Mallory I. & W. P. Randall do	
Bridgeport, Conn.				D 1-	Sherwood Sterling	
Harvest Stieglitz	Bark		63 50	Brooks Youngs	do	
1845.						
New Bedford, Mass.					. T. Hamland	
Abm. H. Howland	Ship	4	114	Washington Walker	Abraham Barker	
Abm. H. Howland Abm. Barker Addison	do	4	126 126	Brayton	Isaac B. Richmond	
Alfred	Schoon	er	180	J. P. Davenport		
America	. Ship		418	Crowell		
	do		253	Sawtelle	Geo. Howland	
Ann Alexander	do			M. Snell	Tobey & Ricketson J. & J. Howland	
			301 245	Macomber		
			324	Sieson	Honry Taber & Co	
Callao	do .		328	Adams	Charles R. Tucker & C	
Canton, 2d Canton Packet			280 274	H. Shearman	I. H. Bartlett	
C. W. Morgan	do .		351	J. D. Sampson E. Coan		
			29c	D. H. Taber	Lemuel Kollock	
			237	Wadv	Pope & Morgan	
Clarice	Ship .		291	H. H. Ricketson		
Cowper	do .		391	J. R. Hatheway		
Dimon			920	Abner Smith	Ingalis & Lucas	
Dragon	do		190	Bennett	Tobey & Ricketson	
Dragon					m . 4 M	
2000	Ship			J. S. Barker	Pope & Morgan	

	1
n.	Managing owner or agent.
W	Hunting Cooper
yy	Mulford & Sleight H. Cooper S. & B. Hunting & Co
edgeeton	C. Mallory
ks ngs	Sherwood Sterlingdo
n Walker yton	Abm. H. Howland Abraham Barker Isaac B. Richmond
nport	and the following
rtelle cter comber sou	Geo. Howland
ber	1. II. Dat Moteria
eradyketson	Lemuel Kollock Pope & Morgan B. B. Howard
nith	Ingalls & Lucas
nnett	Done & Margan

1	Date— Result of vo		yage.				
Whaling-ground.	Sperm-oil.	Whale-oil.	Whalehone.		Remarks.		
rozettes	Oct. 31	Nov. 13, 1845	Bbls.		Lbs. 5, 60	Bot	nght from New York 1814; returned in onsequence of a mutiny among the rew.
W. Coastdo New Zealand V. Z. and N. W. Kew Zealand V. W. Coastdo	June 1 Oct. 14 May 2 July 29 June 24	May 26, 1847 June 5, 1847 June 5, 1846 Apr. 20, 1846 July 28, 1847 May 20, 1840 May 24, 1847 Apr. 14, 1848	3 100 3 300 7 70 8 300	1, 800 1, 300 1, 490 1, 800 4, 500 1, 940 3, 80	0 12, 00 0 12, 00 0 10, 00	00 Ad 00 Ad 501 Ad 00 Ad 00 Ad	ided 1844 from New York. d 1447. deel 1844; sent home 29,688 pounds bone. ided 1844 from New York; sold 1847. id 1847.
dododododo	. July 1	may 1, 1c 1	7	0 9 31	0 34, 0	100	ithdrawn 1847.
N. W. Coastdo	July 1	May 25, 18	17 15	2, 36 2, 16	9, 0 90, 0	00 A	dded 1844 from Bridgeport; lost 1847. dded 1844 from New York; Captain Bur- rows came homo sick; Captain Avery took command; Captain Avery was killed by a whale 1846; withdrawn 1847.
ind. and N. W	May 2 Oct. 1	Mar. 12, 18 2 Apr. 6, 18	1	90 2, 3 50 2, 1		000 S	ent home 150 sperm, 2,150 whale, and 20,000 pounds bone. dded 1844 from Boston.
N. W. Coast Ind. and N. V	Sept. 1	3 July 7, 18 5 Apr. 8, 18 3 June 5, 18	47 2	70 1, 0 00 1, 8 50 1, 7	00 5, 0 00 20, 0 00 16,	000 A 000 S	ent home 10,000 pounds bone.
South Seas N. W. Coast.	June	May 26, 18	47 4 49 3	00 1, 4 00 2, 5	5, 200 22,	000 S 000 A	old to New Bedford 1847, Added 1844; sold 1,200 barrels whale at Hobart Town; sold to New Bedford and withdrawn for California.
Ind. and N. V Pac. and N. V N. W. Coast	Sept. Sept. Oct.	2 Apr. 2, 19 25 May 4, 19 Apr. 4, 1	848	125 3, 500 2, 150 2,	475 400 15, 650 11,	000 1	Built at New Bedford 1845. Built at Fairhaven 1845. Firstmate, Daniel Borden, died at sea June 13, 1847; sent home 15,877 pounds bone and 100 sperm. Built at Baitimore 1845; sold and sent home
Pacific Ocea N. W. Coast.			1	53 80 1,	800 2	- 1	2,147 barrels sperm. Went into the California trade 1849; sent home 17,300 pounds of bone.
Pacific Ocea Pac. and N. Pacific Ocea Atl. and Ind Pacific Ocea Ind. and N. Indian Ocea Pacific Ocea	May Oct. Aug. W. July Oct. July Oct.	27 Oct. 9, 1 23 May 7, 1 31 Sept. 5, 1 19 July 1, 28 June 15, 15 Oct. 12,	1847 1849 1847 1849 2, 1847 1849 1, 1848	150 1 747	, 850 87		Sent home 110 sperm. Bought from Wilmington 1845; lost in Torres Straits 1849. Sent home 9.679 pounds bone. Badly burned at Fejee Islands by crev. June, 1846; repaired at Sydney. Sent home 70 sperm.
Ind. and N. Pacific Oce Indian Oce Ind. and N.	W Jun an. Oct. July	13 July 21, 7 10 June 29, 6 3 Sept. 24,	1848	150 150	30 30 550 1 750	6, 000 0, 000 3, 000	hought from New You
Atlantic			1848	700			fornia 1848. Sailed; returned July 12 leaking badl
South Atla Ind. and N		y 15 Apr. 5	, 1849	179	2, 050		lost 1847. Bought from Hudson 1845; Captain marched with his crew to relief of garris at San José 1846. Captain B. left-ship aff ward and came home sick; sold to go California 1849; sold to Nantucket 1851

Table showing returns of whaling-ressels

Name of vessel.	Claus.	Tonnage.	Captain.	Managing owner of agent.
1845.				
New Bedford, Mass.—Continued. Endeavour Florida, 2d	Bark Ship	952 521	West	C. R. Tucker & Co Samuel W. Rodman
Frances	Bark	366	Reuben Taber, jr	G. Allen
Frances Frances Gen. Pike Geo. and Susan George and Martha	Ship do do Bark	401 318 356 275	Poole	S. W. Rodman William Gifford. G. Howland. Randall & Haskall George Hussey
Globe	Ship	479	Daggett	
Geo, Washington Gratitude Harrison	Ship do	930 335 371	Baker Wilcox Shearman	Charles Hitch Swift & Allen Abraham Ashley, 2d .
Herald Henry Kaooland Hereulos Horeulos Hope Hope Hydaspe Inda Inda Inda Inda	do do	304 335 990 184 313 360	Cheorge Stewart. A. Fish H. Beette Marvel B. Ellis Taylor Fisher Jackson	J. R. Greene & Co William Watkins J. B. Wood & Co A. H. Howland B. B. Howard
Isaac Howland	do .	275	L. B. Bronson	T. & A. R. Nye
James Maury	do	390		1 Dahasan
Junius	Bark Ship	198 340		I. R. Richmond
J. E. Donnell	Bark.	34	William A. Hussay	
Kutusoff Lancaster Leonidas Marengo	do .	3× 23 42	James Cornell	F. S. Hathaway Jona, Bourne, jr
Maria Theresa				
Mars	Bark Ship do do	3	Sanford Sanford Smith Norton	J. B. Wood & Co Philip Anthony
Miuerva Smyth	Shipdo	40	B, Simmons	
Minerya, 2d	do		O. Smalley M. Bowen	Thomas Knowles & C. Dwight R. Perry
Nimrod Navy Obed Mitchell Ocean	do		340 W. H. Shearman 356 J. Norton 355 P. S. Wing 349 — Almy 383 O. Webb	Haskell & Randall

n.	Managing owner or agent.
	C. R. Tacker & Co Samuel W. Redman
or, jr	G. Allen
	S. W. Redman
ett	George Hussey
enan	Charles Hitch
wart	Tobey & Ricketson Gilbert Hatheway Jirch Perry D. K. Greene & Co William Watkins J. B. Wood & Co A. H. Howland B. B. Howard
orey on mond	
elden	. C. R. Tucker & Co
th .ins	I. R. Richmond
Hussay	
nell	F. S. Hathaway
rden iford ith	C. R. Tucker & Co John A. Parker J. B. Wood & Co Philip Anthony
ns	I. Howland, jr., & Co C. W. Morgan
ey	Thomas Knowles & Co. Dwight R. Perry
nearman n ng lmy	B. Ricketson

	T.	ato-	Renult	of vo	yage.		
Whaling- ground.	Of sailing.	Of arrival.	Sperm-oil.	Whale-eil.	Whalebone.		Remarks.
v and N. W	July 4 Aug. 4	May 21, 184 May 2, 184	Bbln. 100 33	Bblv. 1, 600 3, 550	Lbs. 15, 00 3 19, 20	But	emerly in guano trade; sold to go to alifornia 1849; sent home 328 sperm and 2,000 pounds home. rut at Mauritius April 24, 1846; sont
do N. W. Coast Pac. and N. W. Indian Ocean	Aug. 9 Aug. 19 Nov. 21 Oct. 16 Aug. 27	July 14, 184 Apr. 29, 184	9 1, 26 8 15 8 7	0 2,60	0 28, 00 0 13, 00 10 10, 70	10 Set	ome 80 sperm. it home 40 sperm. id to go to California 1840; sailed June 17; returned August 16, captain siek. ught from Philadelphia 1845; sent home
N. W. Coast Indian Ocean . Ind. and N. W do		Apr. 4, 18- June 12, 18- Oct. 13, 18	18 1, 00	0 10 2, H		00 Se 80	nt home 275 sperm, 20,897 pounds bone, ld some oil at Sydney; shipped some thence to London; sent home 11,149 pounds bone.
Pacific Ocean N. W. Coast Indian Ocean Atlantic Atl. and Ind. Indian Ocean 16t. and N. W N. W. Coast.	July 1 May 1 May 2	8 Mar. 25, 18 2 July 31, 18 2 Sept. 30, 18	48 1 49 2 47 2 47 1, 3	99 1, 4 43 1, 4 50	00 11, 0 107 14, 200 10,	000 A: 100 Se Se	nt home 11 sperm. ont home 240 sperm. ont home 250 sperm. ont home 21.6ss pounds bone. ought from Boston 1s45; shipped oil to London and west into California trade; sent home 5,757 pounds bone.
Ind. and N. W do Pac. and N. V Pacific Ocean	Aug.	26 June 8, 1 26 June 18, 1 4 May 8, 1	848 1,0 848 848	150 2, 050 1, 40 1, 50 1,	650 24, 656 8, 510 8, 600 8,	000 S 000 S	ent home 7,172 pounds bone. sailed under Capt. W. Taber, but he left the ship and came home sick. Sought from Salem 1845; sent home 100
Pac. and N. V Indian Ocean N. W. Coast. Pac. and N. V	July July	14 Apr. 8, 1 June 21, 1	850 848	196 500 1,	34 300 13 066 17	, 600 1	sperm. Phird mate, George S. Daniels, killed by a whale 1846; sent home 45 sperm. Bought from Boston 1845; sent home 340 sperm, 22,000 pounds bone.
N. W. Coast Pac. and N. Yacine Ocear N. W. Coast. Ind. and N. Y	W May Nov. Oct.	10 Jan. 18, 21 May 22, 5 Apr. 93,	1847 1850 1848	425 2 665 400 3	900 14 225 14 400 33	,000	Sent home 9,148 pounds bone. Bought from New Orleans 1845; sent home 16,672 pounds bone. Salied May lat: May 14th lost first mate, Benjamin Golden, one beat-steerer and three men in a gale; returned June 9th;
Indian Ocea do N. W. Coast Ind. and N. '	Nov Nov	29 Mar. 12	1848	100 250	1, 350 271 2, 700 2, 250 1	1, 200 4, 000	Sent home 70 whale, 29,000 pounds bone. Bought from Newport 1845; sent home 140 sperm, 12,203 pounds bone.
South Seas Ind. and N.	1	23 Apr. 4 0 25 Oct. 16	1848 1848		9, 700 9 3, 950 1		marched to the relief of the garrison at San José 1846; withdrawn 1848; sent home 50 sperm.
Indian Occ Ind. and N.		y 2 y 10 Apr. 24	1, 1849	726	9 300	500	Salem; shipped oil to London; return of hone not given; sent home 150 whale 1,400 pounds bone. Sont home 12,805 pounds bone.
do N. W. Coas Indian Oce Ind. and N	st Oc	y 27 Apr. 1 1g. 22 Mar. 1 t. 27 May 1 n. 2 Nov. pt. 2 Apr. 2	0, 1848 7, 1848	25 350 1, 380 130	2, 000	15, 000 8, 000 10, 000	Bought from Nantucket 1845. Added 1844 from Nantucket.

Table showing returns of whaling-remels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1845.				
New Bedford, MassContinued.			G. J. Place	James D. Thompson
Nive Branch	Ship	366		B. Ricketson
Prozimbo Pantheon Parachute Rebecca Sims	Bark Bark Ship do	58+ 271 331 400	W. Jenney Devoil	J. Bourne, jr B. B. Howard William R. Rodman
Robert Edwards	do Brig Ship	356 83 375 396	N. Burgess	J. & J. Howland B. Ricketson E. C. Jones George Howland
Roussell	Bark	309	J. O. Moree	Edward Munroe
Saratoga	Ship	549	J. R. L. Smith	Abm. Ashley
Swift	do Bark Ship	. 321 346 219 . 261 . 346	JenkinsAdamsHillmanManchesterLuscomb	Thomas 8, Hathaway Hathaway & Luco B. Ricketson A. H. Howland J. Dunbar & Co
Valparaiso	Bark	405	Richard Luco	Hathaway & Luce
W. Hamilton WinslowZoroaster	Ship Bark Brig	46: 96: 15:	- Simons	I. Howland, jr., & Co Samuel Rodman Pardon G. Seabury
Fairhaven, Mass.			Rogers	Bradford, Fuller & Co
Acushnet	Ship	1		Gibbs & Jenney
Adeline Gibbs Ansel Gibbs	do	31	Smith Merrihew Braley	Nathan Church Gibbs & Jenney E. Sawin
Heroine Java John A. Robb. Lagrange	do do do Bark	99	Uncas Winslow	L.C. Tripp
Martha.	do	3: 2: 3:	R. N. Smith	N. Church L. C. Tripp
Pacific Sharon South Boston Wm. & Henry	Bark Shipdodo	3	Benjamin Clough 19 — Hoxie	Gibbs & Jenney E. Sawin
Dartmouth, Mass.	ghin		87 Sowle	Prince Sears
Russell	Ship		50*10*****	
Falmouth, Mass.	Ship .	3	50 Silas Jones	Oliver C. Swift
Wm. Penn	do .		Wimpenny.	do
Mattapoisett, Mass.				
Cachalot	Ship . Bark .		130 — Taber 164 — Higgins	Wilson Barstow R. L. Barstow
Sippican, Mass. Hecla Juno Popmunnet	Bark Brig Bark		207 — Hedge 123 — Bates 184 — Tilton	J. S. Bates
Wareham, Mass.		- 1		

skowing returns of whaling-result

	and the second second second second	
gin.	Managing owner or agent.	1
ao	James D. Thompson B. Ricketson J. Bourne, jr B. B. Howard	
oll	B. B. Howard William R. Rodman	
lo y	J. & J. Howland B. Ricketson E. C. Jones George Howland Edward Munroe	
ith	Abm. Ashley	
kins man nchester comb	Thomas S. Hathaway Hathaway & Luco B. Ricketson A. H. Howland J. Dunbar & Co	***
uco	Hathaway & Luce	
her nons mmond	I. Howland, jr., & Co Samuel Rodman Pardon G. Seabury	
/ gers	Bradford, Fuller & C	
est tth trribew aley st cas inslow exter binson th inpenny den 1 Clough oxie onjamin	Atkins Adams. L. C. Tripp Atkins Adams. Sheffield Reed. N. Church L. C. Tripp Asa Swift Gibbs & Jenney.	
wle	Prince Sears	
168	Oliver C. Swift	
7impenny	do	
aber	Wilson Barstow	• • • •
ledge lates .iiton	J. S. Bates Elisha Luce Henry M. Allen	

dudworth M. S. F. Tobeydo

	D	tte-	Reau!	t of vo	yage.	
Whaling- ground.	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	Remarks.
ac, and N. W	Oct. 21 Oct. 30 May 15	May 4, 1849 Apr. 6, 1848	Bbls. 925	9,630	21, 200	Added 1845; sold 1,300 whale on voyage. Sold to go to California 1849.
nd. and N. W do New Zealand	Sept. 2 May 24	May 13, 1849 Mar. 13, 1848 June 1, 1849	1, 49	5	2,500 16,000	Third mate and boats' crew lost; supposed to have been carried down by a whale.
Pacific Ocean		May 5, 1849	1. 20 2, 30 9. 98	4 2, 55 0 55 0 53	2 7, 700	Went into California trade 1849; sent home 200 sperm. Bought from New York 1845; sent home 32,503 pounds bone.
Pacific Ocean. N. W. Const Pacific Ocean. Ind. aud N. W N. W. Const Pac. and N. W	Oct. 21 July 2 Aug. 2	Nov. 17, 184 Apr. 93, 184	9 7 5	10 2, 40	15, 000 50 11, 00	Second mate 106 sperm. Sent home 106 sperm. Condemned and broken up_at New Bed- ford 1849. Bought from New York 1845; sent home 30 sperm.
Ind. and N. W South Atlantic Atlantic	July 1 Apr. 1		18 1 19 3 16 9	90 4, 0 171 9 180	3: 15, 00	Sent home 25,740 hone. Withdrawn for California trade 1849. Bold 1847.
N. W. Coast Pac. and N. W. Ind. and N. W. do South A tlanti Ind. and N. W. Pac. and N. W.	Oct. Aug. June Nov.	6 July 1, 18 2 May 5, 18 5 July 9, 18	48 48 49	400 2, 1 70 2, 1 25 2, 1 800	7, 0 231 10, 0 300 14, 0	000
Pacific Ocent Ind. and N. W Pacific Ocent Pac. and N. V	July May W. Oct.	28 July 10, 16 19 July 11, 19 8 Apr. 25, 18 21 July 31, 18	349 1,	340 500 1,	306 2, 0 500 5, 0 996 4, 6 806 15, 0 700 6, 0	Sent home 2.212 panticket.
Ind. and N. W	July May	20 Apr. 23, 1 24 Apr. 30, 1	848 848	300 1, 200 2, 300 2, 850	700 6, 0 100 5, 0 006 15, 0 006 23,	Sold for California 1848.
Ind. and N. V						Struck on a sunken rock off Feejee Islands, August 8, 1847; a total loss.
Pacitic Ocea	m. July	9 Apr. 1,1	849 2	450	100	Sent home 90 barrels sperm 1845; third mate, E. Chadwick, and his boats' crew capsized and lost on coast of Chili, 1846.
Ird. and N. 3	W July	19				capsized and loss of coast before capsized and loss of coast bone; totally lost on the Island of Whytocracke, November 26, 1847; had 100 sperm and 1,700 whale; saved 1,200 barrels and sold it at 50 cents per barrel.
Atlantic		Apr. 10, Aug. 13,	1847 1847	950 70		000 New 1945.
Indian Ocea Atlantic Atl. and In	Jur	t. 26 Nov. 10, Aug. 21, Sept. 10,	1848 1846 1847	450 300 300		Withdrawn 1847. Sent home 55 barrels sperm 1845; sold t Fairhaven 1847; first mate, Lun bert, and one man drowned 1846.
Atlantic	man . Ju	r. 25 June 3 ne 1 Mar. 4	1846 1848	750 900	6U	

Table showing returns of whaling-remels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1815.				
Westport, Mass. hampion Satherwood Dr. Franklin Iarbinger Mexico.	Bark do Brig Bark Brig Bark	167 900 199 171 262 130 167	Grinnell Gifford Cwshing Hasard Brownell Wing Little Baker	Davis & Corey Andrew Hicks Thomas W. Mayhew Job Davis Davis & Corey Andrew Hicks T. W. Maybew
Th. Winstow	do	4386		
Nantucket, Mass. American Aurora Chris, Mitchell	Ship do ., do	346 346 387	Frederick W. Luce Frederick W. Ceffin Enoch Ackley	Daniel Jones
Charles & Henry				George Myrick, jr
David Paddack	do	. 354	Charles B. Swain, 9d	
Edward Cary Elizabeth Starbuck Enterprise	do	317	Eitjah Parker Samuel C, Wyer Francis C. Coffin	E. W. Gardner Edward H. Barker
Franklin. Gauges Harvest Howard Japan John Adams Lev! Starbuck Martha Massachusetts Montano	dodododododododododododododododo	246 315 360 364 33: 196 376	James Nichols. Oteorgo D. Coffin Alexander Bunker Valentine S. Ruddell William Rawson Joseph P. Nyo Henry B. Folger James Codd	Timothy Hussey. Batker & Athearn. Francis B. Foiger Levi Starbuck. Peter Folgen George C. Gardner. Edward Field.
Monticello	do	360 350 331 331	60 Benjamin C. Gardner. 33 George Palmer	G. & M. Starbuck
Orion		35	54 Edward S. Ray	
Potomac	do			T. & P. Macy David Thain
Scotland		, 38	Veranus Smith	French & Coffin
Tyleston	Brig .		Calvin G. Worth	David Thain
Edgartown, Mass.			20	Grafton Norton
Champion Pavillion Vesta		1	Merry	
Holmes' Hole, Mass.			339 West	Thomas Bradley
Delphos	Ship .	1	33e — West	and a second of the second
Malta	Brig		150 Smith	Thomas Barrows

iptais.	Managing owner or agent.
rinnell ifford yahing lasard rownell Ving little	The same of the sa
ck W. Luce ck W. Coffin Ackley	Daniel Jones T. & P. Macy C. Mi'cheil & Co
din C. Saver M. Myrick S. B. Swain, 9d in C. Sayer Parker I. C. Wyer S. Coffin Starbuck Nichols D. Coffin In S. Riddell I. Folger Cottl M. Folger min C. Gardne g. Palmer Tel Gardne g. Palmer	D. Jones C. G. & H. Codin Levi Starbuck E. W. Gardner Edward H. Barker .do Barker Burnell E. Swain & N. Rand Timothy Hussey Barker & Athearn Francia B. Foiger Levi Starbuck Peter Foige George C. Gardner Edward Field
r C. Swainas Russell	T. & P. Macy David Thain French & Coffin David Thain.
- Merry - Adams - Mayhew	

	D	ate-	Reault	of vo	yage.		
Whaling- ground.	Of sailing.	Of arrival.	Sperm-eil.	Whale-eil.	Wheleheen		Remarks.
Atlantle	Oct. 14 July 26 Jan. 3	Nov. 92, 1846 Nov. 5, 1846 Jan, 1848 Oct. 11, 1846 Oct. 1, 1847 Oct. 11, 1945 Apr. 8, 1846 May 92, 1846	-	1	7	R	eturned in consequence of the death of Captain Little; sailed again in 1846.
Pacific Ocean	. May In	July 23, 1840 June 25, 1849 July 4, 1846	4 1, 1984	3 8	90 34	:: s	old 100 barrels sperm. ent-home 161 barrels sperm 1845; sold 118 barrels sperm; atruct on the "Hedge Fence" going out; returned and sailed July 18.
do	Dec.	9 Mar. 28, 184	8 17	5 2, 2	32 11,	000 5	Gott on Corvo June, 1845; condemned set Rioma Beasks sperm 1845; condemned at Rio Janeiro December, 1845, Jost in La Perouse Straits with a full cargo, mostly what loss pounds of bone. Sent home 11,578; pounds of bone. Condemned at Montercy.
do	Nov. 1 July 1 July 1 Feb. 1	3 May 1, 184 5 June 28, 184 7 July —	19 1, 4 49 1, 9	63 10 83			Shipped 8,000 gallons oil to London; con- demned at Seychelle Islands 1947. Condemned and sold at Sydney.
do	Aug. July Sept. May	May 3, 18 June 30, 18 June 30, 18 Apr. 19, 18 June 8, 18 31 Aug. 6, 18	50 1, 4 49 1, 6 48	120 148 1417	456 5, 200 136 10 945 5 320 1	000	Sold to New Bedford 1850. Sold 20 sperm and 40 whale. Third mate. — Fuller, and three men drowned by the staving of a boat by a whale; sold in California; sold 290 whale.
do	Ang.	17 Jan. 7, 1	5497 41	671 051 825 771	30 30		Sent home 25 casks sperm 1845; sold 250 sperm, 50 hump; built 1845 at Mattapoi-
do	June	4 May 31, 1 May 10, 1	849	617 59 660	26 200 2	, 000	actt. Condemned at New Zealand; repaired and sold by Captain Ray, in California. Jos. T. Upham, first mate, killed by a whale. Bought 1845; sold for California 1849; for- morly a merchantman; built at Ports- mouth, N. H., 1827. Built 1845; fitted from Boston; sold 76 sperm; sold to New Bedford 1851.
Pacific Ocea			851 4,	060			sperm; sold to New Beatord lesi. Lost in December, 1849, near Tongataboo.
Pacific Oce South Atla Atlantic	ntic Dec.		1847	140 320 300	2, 150	4, 000	
N. W. Coas		g. 18					Sent home 75 barrels sperm 1845; struct on a reef near Palmerston is Island, S.P. and sunk in 15 minutes, with cargo (1,400 barrels whale, 250 barrels sperm two of the crew lost. Added 1843 from Boston.
Atlantic .	Ар	r. 28 June 5,	1847	350 ¹	100 ¹	60	00 Vadén 1949 Hour Poston

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.		Captain.	Managing owner or agent.
1845.					
Plymouth, Mass.		_		Nickerson	Atwood L. Drew
aracaibo oman	Brig Bark	93 175		— Nickerson Gooding	Bradford Barnes, jr
Provincetown, Mass.	Sahara.	104	-	Howard	Parker Cook
lle Isledm38	Schooner Brig	130	0	Soper	Samuel Soper
dmes arter Braxton puncil	Ship	13	9	— Martin	J. Adams
	Schoonerdo	10	0 -	Cook	Lemuel Cook
Win	Bark	18	6 -	Cook	Ebenezer Cook
	Brig	1 10	2 -	Nickerson	. Timothy P. Johnson
emd Taland	Schoone	r 10	10	Cook	. S. Cook
	Brig	. 13	10	— Bowley — Genn	. Abraham Sman, jr
oshua Brown	Schoonedo		. -	Higgins	
ohn Adams	do	10)8 -)5 -	Cook	P. Cook
	do	1	10 -	Chapman	. C. A. Crozier
ledford utesio arker Cook Phenix	Brig	. 1:	35	Smith	A braham Small
henix	do	. 13	50	Small	
denzi	Schoone	or 1	15 -	Cook	A. Cook
	Bark	. 1	98 ~ 00 ~	Cook	S. Hillyard
	Schoone	T 1	00 - 00 -	Sparks	H. Sparks
Carquin	1	1	1		
Fall River, Mass.		1.	ne	Jefferson	Jesse Eddy
Ann Maria Caravan Leonidas Pantheon	Bark Ship Brig Bark	. 3	96 - 130 - 12t - 184 -		J. W. Lindsey Nathan Durfee
•					
Sol. Saltus	Ship		316	Fales	do
Providence, R. I. Lexington	Bark Ship		201 296	Saunders Howland	J. L. Joslin Lloyd Bowers
Bristol, R. I.					
Anna	Ship		355	Moore	Byron Diman
Warren, R. I.	ghi-	,	385	Smith	Child & Coffin
Benj. Rush	Ship . Bark.		267	Grinnell	C. F. Child
	do .		225 300	Martin Bowen	Child & Johnson
Harvest	Ship	:::	341	Bowen	Com & Gardner
Lafayette	do .		35	— Wilbur Jolls	
Philip Tabb.	do Bark.		40° 286	Jolls	Driscol & Child John R. Wheaton
Sarah		- 1	ı		
Triton	Ship .		345	—— Jolls	15, I , Culla
Newport, R. I.		- 1			
America	Bark		217	Smiley	W. H. Smiley & C. E.
Andley Clark	Ship		331	Griswold	W. H. Smiley & C. E. P. Clarko & T. Bush W. H. Smiley
Catharine	Schoo	ner	75	Smiley	
Helen	Brig Ship		120 971	E. Gifford	William Price
Lunn, Mass.					
ACTOR FOR THE COLUMN TO SEE	Ship				Andrews Breed

le showing returns of whaling-vessels

ptain.	Managing owner or agent.
ickerson ooding	
ioward oper oper iartin enu ook ook ook iok ickerson ook ook ook ook ook ook ook ook ook o	Samuel Soper J. Adams Samuel Cook Lemuel Cook Ebenezer Cook S. Soper Timothy P. Johnson S. Cook Abraham Small, jr Samuel Cook P. Cook C. A. Crozier Abraham Small A. Cook A. Small S. Hillyard H. Sparks
Cornell Dimon Fales	Nathan Durieedo
Saunders Howland.	J. L. Joslin
Moore	Byron Diman
Smith Grinnell Martin Bowen Bowen Wilbur Jolls Rice	C. B. Johnson Child & Johnson Coffin & Garduer Joseph Smith Driscol & Child John R. Wheaton
- Smiley - Griswold - Smiley - Davis	William Price
— Lamphier — Perkins .	Andrews Breeddo

	D	ato—	Result	of vo	yage.	
Whaling- ground.	Mysling. Addings 10	Sperm-oil.	Whale-oil.	Whalebone.	Remarks.	
Atlantic Indian Ocean	Mar. 12 July 2	July 7, 1846 Sept. 22, 1846	Rbls. 260 500		Lbs.	Sent home 170 barrels sperm 1845; with drawn 1849.
Atlanticdodododo	Mar. 12 Feb. 24 May 13 Apr. 2 Mar. 28	Sept, 184	6 176 61 61	0 7 0 7 0 7	0	Bought from Marblehead 1844. Withdrawn 1846.
do	Mar. 17 Apr. 2 Apr. 2 July 24	June 7, 184 Sept. —, 184 Nov. 92, 184	5 6	70	6	New 1845; withdrawn 1846. Blackfish-oil; withdrawn 1845.
do	Apr. 2 Apr. 1 May 2	3 June 6, 156 2 Oct. —, 186 1 Aug. —, 186	15	30 2 80 30	90	Added 1844. Withdrawn 1846.
do	Mar. July 2 May	2 Apr. 12, 18	17 3 45 3		10 120	Withdrawn 1847. Added 1844; withdrawn 1846. Added 1844.
Atlantic	June Nov. Aug. Oct.	II May 5, 18	847 S	50 1,	\$50 49, 0 30 13, 0 000 20, 0	Solido Vocaliano Carlos, Chili, for alleged vio- o Seized at St. Carlos, Chili, for alleged vio- lation of the revenue laws, detained five mouths and released; sold for California 1849.
Indian Ocean	n July	17 Nov. 18, 1 July 8, 1	850 849 2,	40 100	60	Sold to New Bedford 1850.
Pacific Ocea	n Jan.	2 Dec. 10,	1848	700	100	Sold for California 1848.
N. W. Coast Indian Ocer Pacitic Ocer N. W. Coast Indian Ocer N. W. Coast do Pacitic Oce	an July t July t July t Aus Sep au July	B Dec. 4, May 17, July 4,	1848 1847 1849 1848	900	2, 500 7, 300 1, 000 850 25	000 Bought from Salem 1845. Sent home 60 harrels spern 1845. Added 1845; withdrawn 1849. Condemned at Callao March, 1848. Condemned at Honolulu May, 1847. Bought from Boston 1845; sold to New 1846ford 1849. Sold 190 sperm.
South Atla N. W. Com Patagonia Atlantic Pacific Oc	antic. Au Ser	g. 31 Sept. 9 Aug. 1 ot. — Sept. 6 r. 21 June 1	, 1846	950 150 1,100	1, 400	Sold for California 1848. Tender to bark America; lost at Sout Shetland 1847. Sold to New Bedford 1849.
		ly 19 June 2 t. 17 Feb. 1		180 900	1, 800 1, 600	Sent home 13,114 pounds of bone. Bought from Boston 1845; withdrawn 184

Table showing the returns of whaling-ressels

Name of vessel.	Class.	Tennage.	Captain.	Managing owner or agent.
1845.				
Salem, Mass.		1		
Ienry	Bark	262 -	Lind	James W. Cheever
Stonington, Conn.	Bark	181	Perry	Elisha Faxon, jr
Autumn		250		Charles P. Williams John F. Trumbull
Bolton Byron Cincinnatt Cabinet Cyuosure	do Ship do Bark	170	Lewis	F. Pendleton & Co
Cavalier Corvo Fellowes George Herald	do Ship do do	295 349 268 251 241	MarchantBurellBabcockTaberBarker	dododododo
Philetus	Bark Ship	278 311	Brewster	
Thos. Williams	do	. 340	Williams	. C. P. Williams
New London, Conn. Alert	Ship	. 398 700	William Peck	. Havens & Smith Miner, Lawrence & Co.
Black Warrior Brooklyn Candace Catharine Clematia Connecticut	do	360 310 384 311	Chappell Jeffrey Bolles Smith Bailey Towne	Havens & Smith Thomas Fitch, 2d Williams & Barnes
Charles Carroll	Shipdo	412 265	Long	Perkins & Smithde
Corea	do	. 395	Charles Prentiss	Stoddard & Learned
DoverElectraEmma	do do do Schoon	348	Jeffrey Ward Bailey	Williams & Barnes William Tate
Flora	Bark	336	Baker	N. & W. W. Billings.
Friends	Ship do do do	36	Sistaire	Weaver & Rogers Williams & Barnes
George & Mary Leader	do Sehoor			Abner Bassett
Lowell	Ship do .	41	0 Sweet	B. Brown
New England Paliadium Pembroke Peruvian Robert Boune	Ship do Bark Ship do .	34	McLane	Miner, Lawrence & Stoddard & Learned

aptain.	Managing owner or agent.
	approximate the substitute of the substitute of the
and	James W. Cheever
erry	Elisha Faxon, ir
lewis	Charles P. Williams John F. Trumbull F. Pendleton & Co J. F. Trumbulldo
Marchant Burell Babcock Faber Barker	
Rrowster	J. F. Trambulldo
Williams	
Middleton m Peck	Havens & Smith Miner, Lawrence & Co.
Chappell	
es Prentiss	
min Hempstead Jeffrey Ward Bailey	1. Frink, Chew & Co Benjamin Brown Williams & Barnes William Tate
- Baker	
- Howard - Ward - Sistaire - Holt	B. Brown Williams & Barnes Weaver & Rogers Williams & Barnes
- Bailey	
- Benjamin - Sweet	
- Wilber McLane Lax Brown Baker	Miner, Lawrence & Co Frink, Chew & Co Miner, Lawrence & Co Stoddard & Learned N. & W. W. Billings

	D	ate-	Result	of vo	yage.	
Whaling- ground.	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	Remarks.
					71.	
acific Ocean	June 12		Bbls. 300	Bbls. 600	Lbs.	Wreeked on the Marquesas Islands; got off and was taken to Tahiti and sold; 800 barrels oil saved.
Pacific Ocean .	Nov. 13	June 17, 1849				Bought from Nów York 1845; sold for Cal- ifornia 1849. Sold to Boston 1849.
dodo	June 25 Aug. 12	Mar. 8, 1848 Feb. 15, 1850 Mar. 9, 1849	700	90	8,00	
N. W. Coast New Holland Indian Oceau	Nov. 24 May 29 Aug. 17	Mar. 9, 1849 Apr. 30, 1848		1, 95	6,00	
N. Z. & N. W Coast of Chili .	Aug. 5 May 31	May 27, 184 Mar. 2, 184	3 7	1, 47 0 3, 40	76 14, 06 06 30, 06 06 16, 06	Bought from Salem 1845. Withdrawn 1847.
Pacific Ocean .	June 7 July 31 Dec. 6	June 18, 155 June 20, 184	9 40	0 1, 20	06 6,0	Sold at Rio Janeiro (!) 1848 by the captain;
Indian Ocean . Ind. and N.W .	June -	May 4, 184 4 Mar. 8, 184	18 43 18 10	1, 1 0 2, 7	00 6, 0 06 8, 0	Sent home 30 barrels sperin 1845. Bought from New York 1845; sent home
N. W. Coast		4				15,380 pounds of bone. Burned at sea July 11, 1845, outward bound.
Ind. and N.W	June 1	May 24, 18 Apr. 24, 18		50 2, 8 50 5, 8	2, 2 500 23,	Sent home 27,120 pounds of bone. Formerly the Westchester of New York; added 1845; Captain Beck died at sea October, 1846; sent home 25,607 pounds of bone.
ladian Ocean Iúd. and N. W Indian Ocean	July	2 Apr. 20, 10	18 1	70 1, 60 3, 00 2, 150 1,	700 15, 840 3, 101 23, 650 11,	000 000 Sent home 14,495 pounds of bone. 000 Sent home 21,135 pounds of bone.
Ind. and N.W do Indian Ocean	Sept.	17 June 3, 10	348	120 1,	480 14,	Condomned and sold at Honolulu 1840; had 40 sperm, 900 whale; sent home 5,000 pounds of bone.
Desolation Is Ind. and N.W	d Aug. July	26 May 24, 1	847	50 3,	500 14 600 18	000 Struck on a bar near Montauk Point, home- ward bound, and was lost; cargo mostly saved; had sold 200 barrels whale at Hobart Town.
Ind. and N. W	July	June 1, 1 May 20, 1	849 1847	250 2 100 2	, 450 , 100	Bought from New York 1845; sent home 20,237 pounds of bone; sold 1847.
N. W. Coast	1	21	1848	260 3	, 406 , 150	500 Bought from New York 1845.
Ind. and N. V Falkland Isl	V Apr.	22 Mar. 5,	1847			tober 26, 1845.
N. W. Coast	1			- 1	2, 200 2 3, 695	his boat by a whatering
Ind. and N.V	Jun	e 2 May 5, e 21 Mar. 27,	1848	200	3, 095 2, 70 1, 150 4, 000	2,000 Bought from Boston 1243. 5,000 Formerly a New York packet; built at New Bedford 1832; added 1845 sen home 28,059 pounds of bone.
Whaling sealing.	and Jul	May 26,			2, 350	Seized in Chiloe, 1846, for infringement of the laws; released November, 1847, and sold at Valparaiso.
Ind. and N.	W Jul	y 1 May 27 y 10 Mar. 13		250	3, 850 2, 700	bome 25,938 pounds of bone.
N. W. Coas do Indian Oce	Ju	ne 16 May 24	, 1848 , 1847 , 1847	150 150 240	3, 100 2, 250 1, 400	14, 000
Indian and	N.W Ju	ly 18 May ly 24 Apr. 13 ne 10 May	3, 1848 3, 1848	600 180	1, 100 4, 400	1,000 22,000 Sent home 21,990 pounds bone. Built a Stonington, 1832.

Table showing returns of whaling-ressels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1845.				
Sag Harbor, N. Y.	. Bark	284	William Plerson	S. & B. Hunting & Co .
nn Mary Ann	Ship Barkdo	380 307 283 365		Thomas Brown
oncordia Daniel Webster Daniel Webster Lieu Janilton Lay, ibal	Ship Bark	397 355 320 392 311	John Bishop	Charles T. Dering S. & B. Huntting & Co.
Henry Henry Lee	do do do do	333 409 292 413 435 494	B.C Payne Woodruff Jagger Smith Harwood	S. & B. Hutting & Co Cook & Green John Budd. T. Brown N. & G. Howell Tuntting Cooper
John Jay. Konohasett Laurens Marcus Neptune Ostario, 2d Oscar Plymouth	Barkdo Shipdo do	496 280 387 489 368 420		Tiffany & Halsey N. & G. Howell S. & B. Huntting & Co. Post & Sherry Huntting Cooper Cook & Green
Romulus	Bark Ship	. 27 20	Malford	Post & Sherry John Budd
Washington Greenport, N. Y. Bayard, Caroline. Delta. Nilo Roanoke Sarah and Esther.	Ship do do do do do do Ship	33 92 31 46 21	39 J. W. Fordham	H. & N. Corwin Wiggins & Parsons H. & N. Corwin Ireland, Wells & Carpenter. Wiggins & Parsons Ireland, Wells & Carpenter.
Triad New Suffolk, Mass. Gentleman			Horton	
Cold Spring, N. Y. N. P. Tallmadge Sheffield Tuscarora	Ship .	5		do
Mystic, Conn.	Ship.		265 — Holmes 258 — Bellows	do
Eleanor	Ship .		258 301 — Bellows Pendleton 316 — West	George W. Ashbey &
Globe			346 Manwarring	I. & W. P. Randali
Hellespont			238 — Cleaveland.	G. W. Ashbey & Co.
Highlander		- 1	213 — Brereton	a 25 11

ptain.	Managing owner or agent.
Pierson	S. & B. Hunting & Co
ra nith son oper	Thomas Brown
hrry	Ezekiel Mulford Post & Sherry Huntting Cooper Charles T. Dering S. & B. Huntting & Co
rown Yoodruff agger mith arwood	S. L'Hommedieu S. & B. Huntting & Co Cook & Green John Budd T. Brown N. & G. Howell 'Untting Cooper
Eldredge Lyder Sichols reen Freen Iwards	Tiffany & Halsey N. & G. Howell S. & B. Huntting & Co. Post & Sherry Huntting Cooper Cook & Green
Mulford Joodale Sandford	Post & Sherry John Budd Huntting Cooper
ordham Halsey ka Case Baldwin Bennett	Wiggins & Parsons H. & N. Corwin Ireland, Wells & Carpenter. Wiggins & Parsons Ireland, Wells & Carpenter.
Post	Ira B. Tuthill
Mumford White Doan	John H. Jonesdodo
Holmes Bellows Pendleton	Charles Mallorydo George W. Ashbey & C. Joseph Avery
- Manwarring - Cleaveland - Brereton	G. W. Ashbey & Co

sailing from American ports-Continued.

	D	ate_	Result	of vo	yage.	
Whaling- ground.	Of suling.	Of arrival.	Sperm-oil.	Whaleoil	Whaleboue.	Remarks.
N. W. Coast	Sept. 25		Bbls.	Bbls.	Lbs.	Captain and three men lost by a whale running over their boat, June, 1846; the American was condemned at St. Thomas, August, 1848.
South Seas N. W. Coast do	July 21 Sept. 2 July 11 Aug. 24	Apr. 29, 1848 May 12, 1847 June 5, 1848 May 20, 1847	15(20(25	1, 850 2, 100 700	10, 000 8, 000 11, 000 8, 000	Sent home 21,381 pounds some. Sent home 7,000 pounds bone. Returned home in consequence of mutiny among the crew.
do	July 21 Oct. 30 Aug. 9	July 4, 1848 May 20, 1848	200 100 400	2, 45 2, 00 1, 25 1, 30	15, 000 10, 000 12, 000 12, 000	Sold for Camornia 1845. Sent home 90 barrels sperm 1845. Condemned at Rio Janeiro 1849; sent
N. W. Coastdodododo Indian and N. V. N. W. Coast	Aug. 23 June 17 Sept. 13 July 4 July 13	May 24, 184' May 24, 184' May 8, 184' July 27, 184 May 24, 184	7 20	5 2, 80 2, 30	0 27, 00 0 20, 00 0 23, 00 0 13, 00	Sent home 18,839 pounds bone; withdrawn.
Indian and N. V. V. Coast. X. W. Coast. X. W. Coast.	July 2 July 2 July 2 Aug. 1 Dec.	Jan. —, 184 May 24, 184 July 2, 184	8 7 9	1, 46 30 1, 4 2, 76 3, 6 3, 6	70 12, 00 00 17, 00 00 17, 00 00 17, 00 00 33, 00	Pell's Island, May 24, 1849. Bought from Kennebunk 1845. Sold for California 1849. Sent home 23,196 pounds bone. Sold to Mattapoisett 1849. Bought from Boston 1845; sent home
South Atlanti N. W. Coast	Sept. 2	Aug. 18, 18	16 17 1	75 1, 1 20 1, 3	25 9, 0 300 13, 0 100 13, 0	Captain Winters returned home sick 1846. No report. OO OO Sent home 13,553 pounds bone.
N. W. Coast	Dec. July Sept. Oct.	9 May 13, 18 12 July 26, 18 June 4, 18 June 7, 18	49 47 48 48	2, 70 2, 17: 2,	700 17, 0 950 9, 0 380 15, 0 400 14 0	100 100 100 100 100 100 100 100
South Seas South Atlant N. W. Coast.	ie Uet.	15	•••		706 5,	•••
S. A. and Ind	iar Nov.				200 1,	
N. W. Coast	Nov.	11 Feb. 7, 1	848 849 848	45 1, 200 4, 300	775 000 22, 150 1,	Bought from New York 1845; sent home some oil and bone.
N. W. Coast Indian and N N. W. Coast	Aug.	12 Apr. 5,		1	, 050 , 850 5,	Condemned at Cape 10wil 10 to
Indian and I	N.W July	3 Apr. 30,	i	50 2	, 900 12	aperm; 3,000 whate,
		3. 15 July 7, June 26,	1	70 200	1, 030 8 3, 400 34	3, 000 1, 000 Bought from Boston 1845.

2

Table showing returns of whaling-ressels

Name of vessel.	Class.	Tounage.	Captain.	Managing owner or agent.
1845. Mystic, Conn.—Continued. Complies	Ship	36: - 34i -	Montgomery Mailory	C. Mallerydo
Boston, Mass.	Schoone	100		
Portsmouth, N. H.	Ship	346	Dennett	James Kennard
1846. New Bedford, Mass. Adeline	Ship	399	Jernegau	L Howland, jr., & Co
Alexander Amethys lirandt Benj Tucker Benj Tucker Branganza Branswick Carifornia Canada Caroline Clans. Drew Canton	do	359 310 349 476 297 398 545	Reynard H. wes Sampson J. R. Sands Devol Almy Fisher W. H. Reynard Corey Colin Fisher	B. Ricketson I. Howhard, Jr., & Co. B. Ricketson William Gifford do Perry & Tillinghast
Chase Charles Frederick China Cleero	do	317 370 252		William Phillips Lemuel Kollock
Corres Corres Corres Cherokee Clarice Condor Cornella Chas in Packet Coral Congress Congarce Dosdemona Edward Emily Morgan Emphrates Falcon Florida	do do Bark do Ship Bark do Ship do do Bark Ship do do Bark Ship do	381 261 237 34: 216 216 216 33: 33: 33: 39: 29: 36: 27:	Holley Cleaveland Gifford J. Taber Flanders Flanders Flanders Charles Little Custum Water Taber Luce Ever. Ever. Flanders Little Luce Ever. Flanders Little	Randall & Haskell. Hathaway & Luce. Edward C. Jones. C. W. Morgan L. Kollook. Thomas Knowles & C. Gideon Allen E. C. Jones. Thomas Wilcox T. & A. R. Nye. T. Knowles & Co William J. Rotch Edw. W. Howland Wilcox & Richmond E. C. Jones.
Franklin Franklin Fabius Gariand Geo. Howland Hibernia Honqua Israel	Bark. Shipdododododo	33 43 24 37 33 33		C. R. Tucker & Co. Rodney French George Howland Robert Gibbs Ale. Gibbs B. B. Howard
Jasper Lagoda Mary Frazier Milwood Maria Milo Montezuma Mount Vernoa	Bark Ship . do Bark . do Ship Bark	3 2 2 3 3 3 1 1	23 — Pope	A. H. Howland. G. Allen Samuel W. Rodman Thomas R. Robeson

de showing returns of whaling-ressels

aptain.	Managing owner or agent.
Iontgomery Ialloty	C. Mallerydo
Dennett	James Kennard
Jernegau Reynard Ht wes Sampson nuds Devol Almy Fisher Reynard Corey Collin Fisher	Pope & Morgan B. Ricketson I. Howland, jr., & Co B. Ricketson
Brownell Barnes Fisher Howland Swift Holley Cleaveland Gifford ber Flanders Boshury les Little - Cushman ter Taper Luce - Luce - Edwards - Kirby - Gray	R. Ricketson
Gray. wis Ilazard Smith. Crawell shisher Shearman Brown Dexter Pope Finch confined Coffin Plaskett Allen Cowell	West & Paine W. P. Howland C. R. Tucker & Co Rodney French George Howland Robert Gibbs Ale. Gibbs B. B. Howard Alexander Gibbs Jona Bourne, jr A. H. Howland G. Allen Samuel W. Rodman Thomas R. Robeson Ingalls & Lucas

	D	ato-	Result	of vo	rage.	
Whalings ground.	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalelone.	Remarks.
N. W. Coast Indian and N. W	June 13 Aug. 25	July, 1848 Sept. 29, 1848	Bbls.	1, 750	Lbs.	Withdrawn for California 1848.
Atlantic	Dec	Sept. 21, 1846	115	65		
Indian Ocean	Oct. 23	July 23, 1848	650			Captain Dennett left the ship sick at Zan- zibar; first mate, Abial P. Perry, took command; sold to Salem 184s.
Pacific Ocean.	July 28	Mar. 23, 1850			19, 300	Sent home 402 barrels whale, 27,000 pounds bone.
do		Apr. 24, 1850 Sept. 17, 1849 Apr. 1, 1849 Mar. 15, 1850 Sant 30, 1849	169	63 1,54 2,50 3,66 9,25	0 25, 000 2 7, 100 0 1, 000 9 23, 800 1 25, 306 0 22, 000 0 12, 000	
Indian and N. W. Coast	Aug. 17	Apr. 2, 184		3, 40	0;	home 28,799 pounds bone.
Indian and N.V Pacific and N.V Pacific Ocean .	Sept.	Mar. 8, 184 May 5, 184 Mar. 24, 185	9 410 9 15 0 73	6 2, 46 2, 46 1, 8	3, 600 32 21, 500 30 4, 200	Town, May, 1848; sent home 3,79
South Atlantic		0 Aug. 14, 184	8 42 0 1,79		20	Went into the California trade 1849.
Pacific Oceandodo	July	2 June 2, 185		18	38	of boat by a line, 1846.
Indian Ocean Pacific Ocean		5 Jan. 14, le	19 15	25 2, 6	75 15, 00	Third mate, George Bailey, killed by a whale 1847.
Indian and N.	W Aug.	6 Apr. 7, 18	50 1, 80 19 20	PF 2, 3	66 11 16, 00	
Indian Ocean dodo	. July	7 Mar. 4, 1c.	18 3 48 6	90 9 6	10 24, 00 70 4, 60 1, 50	Sent home 100 sperm.
South Seas Pacific Ocean	. Oct.	17 i Jinne 11. te	30 0,0	50		Cargo sold for \$150,000;
N. W. Coast Pacific Ocean	. June	21 Nov. 24, 18	48 8	25	100 13, 0	
Indian Ocean	June	7 Apr. 1. 18	49 1 1. 7	/501		200
Pacific and N. do Indian and N.	W Sept.	12 July 10, ts	49 4	93 2, 40 1.	230 19, 9 405 6, 2 016 7, 0 950 17, 0	00 Sent home 40 sperm, 12,200 bono.
Indian and N. Ind. and N. I	Aug.	2 Sept. 4, 10	148		950 17, 0	000 000 Third mate, G. Thing, drowned by staving of boat by a whale, December 25, 1846. Captain Davis came home sick 1848.
Indian Ocean N. W. Coast	Nov.		50 1.5		459 400 6, 0	500
Pacitic Ocean	Jan.	19 Apr. 30, 1	849	954 450	20	
Ind. and Ndodo Indian and P	Aug.	10 June 25, 1: 1 May 23, 1	849 1,	085	620 022 40, 0	Loat in Table Bay, Cape Good Hope, April, 1847; oil saved.
Indian Ocean Pac. and N. Ind. and N. V	W Aug.	7 June 13, 1 25 Apr. 24, 1 6 July 7, 1 29 Nov. 21, 1	849 850 840	552 68 2 632 1	54? 734 5, 78(8,	Sent home about 23,000 pounds bone.
Indian Ocean	a July	29 Nov. 21, 1 25 Sept. 1, 1	849 1,	013	869 19,	900
Pacific Ocea Indian Ocea N. W. Coast	n Oct.	25 Sept. 1, 1 21 Apr. 5, 1 10 Aug. 14, 1 , 6 July 11, 1	1849 1849	790	, 140 32,	Added 1840, from Wardaning Lilled her o

Table showing returns of whaling-result

Name of vessel.	Class.	Toursec.	Captain.	Managing owner or agent.
1816.				
Yere Bedford, Mass.—Continued. Issaul. www.ton tavia. ri. noccion raia nine socce diman oscius rrih Louisa eine i. Poter obacco Plant	do	191 960 240 174 235 83 300 144 281 267 271 449	Weeks. J. J. Pell Maybew Worth Manch sier Francis A. S. Tobey Flanders Winslow Slocumb Simmons A. Allen Stetson	G. Allen Rodiney French J. R. Thernton L. Kolloek R. C. Jones J. Bourne, Jr B. Ricketaon W. P. Howland William R. Rodinau Rodiney French J. B. Wood & Co W. P. Rodinau
rident	do	300	Spencer	1. Howiand, jr., & Co
Triton, 2d	do	397 495	- Crowell	I. Howland, jr. & Co Jirch Perry.
Fairhaven, Mass, Arab Arkins Adams Columbus E. L. B. Jenney Eliza Adams	Bark Ship	336	I.ane Fish	Gibbs & Jenueydo
Eliza Adams Favorite Friendship George Harv sat. Leon-das Mai e.	Bark Shipdo Bark Ship.	29 36 36 31 34	William Stott — Marston Lakey J. N. Tatch	Fish & Huttlestone Jabez Delano, jr Jenney & Tripp
Mary Ann Sam Robertson Wm. Wirt	do .	33	m.h.m	L. C. Tripp
Wm. Wirt	D. J.	8	Luce	James Tripp
Dartmouth, Mass. Gov. Hopkins	Brig		Pease	D. H. Bartlett
Mattapoisett, Mass. America Annavan Dumbarton Elizabeth Lagrauge	Brig do Bark		148 — Lambert 159 — Mayhew 199 — Handy 219 — Flanders 170 — Southwort	Wilson Barstow R. L. Barstow
Sarah	do Brig		171 —— Snow	Wilson Barstow Samuel Sturtevant, Joseph Meigs stremely difficult at times

le showing returns of whaling-result

sptain.	Managing owner or agent.
Vecks. sale Maybew Maybew Worth Manch ster. Francis A. S. Tobey Flanders Siocoumb Siimmooms Stetson Spencer	Jirch Perry. J. Bourne, Jr G. Allen Redney French J. R. Thornton L. Kollock E. C. Jones J. Bourne, Jr B. Ricketson W. P. Howland William R. Rodman Rodney French J. B. Wood & Co W. P. Rodman J. A. Parker & Son L. Howland, Jr., & Co.
King Gelett Crowell Elits	C. R. Tucket & Co A. H. Howland I. Ho., land, jr. & Co Jirch Perry A. H. Howland
- Terry I.ane Fish Alleu arding Young	F. R. Whitwell
- Marston - Marston - Lakey - Tatch - Netcher - Taber - Turner - Turner - Turner - Marston - Turner - Marston - Turner - Marston - Turner - Marston - Marsto	Jabez Delano, Jr Jenney & Tripp E. Sawin L. C. Tripp J. F. Terry
e Luce	James Tripp
Lambert Mayhew Handy Flanders Southworth	Wilson Barstow R. L. Barstow
- Snow Hammond . - Purrington	Wilson Barstow Samuel Sturtevant. Joseph Meigs

me port it is extremely difficult at times to tell

	D	ate-	Rosult	t of voy	rage.	
Whaling- ground.	Of sailing.	Of arrival.	Sperm-off.	Whale-oil.	Whalebone.	Remarks.
Pacific Ocean . In l. and Pac . Pacific Oceau .	June 92 Sept. 15 July 2	May 8, 1850 Apr. 30, 1849	449 434	Bbla. 2, 064 2, 020	15, 000	Sent home 504 sperm, 15,000 pounds bone,
Atl. and Ind . Pacific Ocean . do . South Atlantic Indian Ocean South Atlantic	June 16 July 21 July 29 Mar. 30 July 2 June 16	Nov. 9, 1848 Aug. 29, 1849 Apr. 3, 1849 May 13, 1848 Jan. 30, 1849 June 4, 1847	500 #15 1, 065 #00 740	2.6 73, 95 1, 100	12, 600 300 4, 500	Bought from Edgartown 1845. Sent home 60 sperm. Sent home 60 sperm; sold 1847; lost in Straits of Magellan 1850.
Ind. and N. W.	Aug. 1	Feb. 18, 1850		1, 800	4 000	Abaudoned at sea 1846.
Pacific Ocean . Indian Ocean . Pacific Ocean .	July 9 Sept. 10 Sept. 14	Mar 14, 1848 Aug. 14, 1849	1, 11	541	3, 700	Burned at Honolulu 1849; total loss; sens
do	Nov. 21 July 21	June 2, 1850 May 31, 1850	9: 18:	2 9, 327 5 1, 746	97, 000	home 97 sperm. Captain Stetson came home sick 1848. Added 1846 from Plymouth. Attacked by natives at Sydenham's Island; 5 of the crew killed, 7 wounded; Captain Spencer rescued by the ships United States and Alabama, of Nantucket. Sent home 600 sperm, 40,000 pounds bone (19).
Pacific Ocean Pac. and N. W.	Nov. 15 Aug. 27	1 May 11, 1849	3 46	0 2.940	0 19, 000 0 3, ≥00	
Pacitle Ocean .	Sept. 1 Nov. 5		7	6 3, 37	15, 700	Was set on fire three times on the voyage by the crew; sent home 12,500 lbs. hone. Condemned at Bermudas, January, 1851.
Indian Ocean .	A.ng. 19					Condemned at Dermadae, o
Indian Ocean . Pacific Ocean . Ind. and Pac .		June 16, 185	0 2, 20	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	0 2,000 0 4,000	Added 1846; 500 barrels were on 1101g.s.
Ind. and Japan Ind. and Pac		May 15, 185 Apr. 25, 184	9 12	50 2, 95	0 26, 00	Redford 1849.
Ind. and N. W. Ind. and Pac Ind. and N. W. Pacific Ocean Ind. and N. W. Pacific Ocean Ind. and N. Wdo	Oct. 18 Sept. 16 July 16 Aug. 1	9 Apr. 2, 183 8 May 10, 183 1 June 9, 184	9 6 9 3 6 6	$50 \ 1,80$	0 1, 40 00 30, 00 00 25, 00 00	Sent home 6.128 pounds bone.
Pacific Ocean N. W. Const.			50 I, 6	00 25 3, 76	30, 00	
Pacific Ocean				105	75	Wilson Barnes, fourth mate, then Octaber, 1847; Captain Luce killed by a whale
Indian Ocean	. Aug.	7 June 10, 18	58 1	18 3	43 4, 70	1848. Added 1846 from New Bedford; sent home 490 whale, 6,750 pounds bone.
South Atlanti	ie Sopt. 1	2 Apr. 8, 18	49	15	95	. Added 1846; sold 1849.
Atlantic		Sept. 9, 18	47			
do	. Inne	1 Tumo 9 16		300	150	Sent home 65 barrels 1846; added 1846.
Indian Ocea	Aug.	18 Nov. 24, 18	10	50		Captain Southworth drowned by the up- setting of his boat October, 1846; the La- grange returned dismasted by a gale added 1846.
Atlantie		Oct. 26, 1	847	930 110		
Pac. and N.		1 Apr. 23, 1 il and bone se	848		480 25, 0	ood of this probably belongs to the Triton, 2d.

Table showing returns of whaling-reasels

'ene of vessel.	Class.	Topmage.	Captain.	Managing owner or ugent.
1810.				
Stppican, Mass.		22	Thenken	S. C. Luce
Consack	7,111	1	Dexter	J. S. Bates
Quito	Brig	140 -	Chase	Ur. 17. 8248103
Westport, Mass.				Honry Wilcox
* 4	Bark	194 - 167 -	Davis	Andrew Hicks
	do	198	Stanton	Thomas W. Mayhew
Th. Winstow	do	16#	Ball	Henry Willcox
U. States	do	917	Smith	Andrew Hicks
Nantucket, Mass.	Ship	340 345	Benjamin Coggeshall Joseph W. Foiger	John H. Shaw Hadwen & Barney
Atlantic	do	391	James Coleman	R. F. Gardner C. G. & H. Coffia Joseph Starbuck
Hero	do	313	Sylvanus Swain	Joseph Starbuck
James Loper	do	348 365		J. W. Darrett & Sollas II.
Napole 30		360		
Narragansett	do	354	John Horn	J. W. Barrett & Sons Simeon Starbuck
Ontario Rose Susan Sophia Tiree Brothers Two Brothers Young Hero.	Schoone Ship Schoone	349 9r 170 334 9r 70	Charles B. Ray Swain Joseph Mitchell, 2d Hatch	J. Cook, jr., & Co. J. Cook, jr., & Co
Edgartown, Mass. Splendid		399	Baylies	Abm. Osborne
Newport, R. I.	Bark	. 198	Davenport	
Damon	Ship	- 1	5 Oliver Potter	
Provincetown, Mass.				n to a
Provincetown, Mass. Bell Isle			14	G I Comos
Cadmus Council Edwin Fairy Franklin Gem John Adams Louiss Medford Pacific Parker Cook Phenix Rienzi Rionzi	Brig Schoot do Brig Bark. Brig Brig Brig Brig Bark.	ner 10 10 12 17 16 10 11 11 11 11 11 11 11 11 11 11 11 11	00 Nickerson	Samuel Gook R. L. Thatcher Ebeuezer Cook Samuel Soper Timothy F. Johnson Samuel Cook R. L. Thatcher Samuel Cook Parker Gook D. Small Parker Cook Abm. Small A. Cook

Managing owner or agent. aptain.

)exter..... hase..... Henry Wilcox Davia..... Thomas W. Mayhow ... stanton..... Henry Willcox Ball..... Andrew Hicks..... Smith.... John H. Shaw....... Hadwen & Barney.... in Coggeshall. W. Foiger....

R. F. Gardner...... C. G. & H. Coffin Joseph Starbuck..... Coleman..... C Chase us Swain..... m S. Whippey. n B. Gibbs ... Christopher Wyer J. W. Barrett & Sons.... Simeon Starbuck B. Rogers Horn un Miller

es B. Ray..... Swain h Mitchell, 2d ... Hatch am B. Swain - Baylies

- Davenport r Potter

-Soper.... - Nickerson.... -Tillson.... - Cook

uuel Small.....

Abm. Osborne Silas H. Cotterell..... R. P. Les..... Parker Cook Samuel Soper..... Samuel Cook.
R. L. Thatcher
R. L. Thatcher
R. L. Thatcher
Samuel Sopor.
Timothy P. Johnson
Samuel Cook.
R. L. Thatcher
Samuel Cook
Parker Cook
D. Small
Parker Cook
Abm. Small
A. Cook
James Small tailing from American ports-Continued.

Result of voyage Date-Remarks. Whaling-Whahin Sperm Whale ŏ 35 | Bbls. | Bbls. | Lbs. | Sent home 199 sperm, 4,000 pounds bone; acld to New Bedford 1850. | Sold to Nantucket 1848. Sept. 20 June 96, 1850 Pacific Ocean . . 970 June 14 | Nov. 11, 1847 Added 1846.
Condemned and broken up at Westpork 1842.
Returned in consequence of a defective foreunal.
Salied March 184 returned April 6, having lost her five beats and davits, and susteined other damage, in a gale; sent home 260 barrels 1846.
Second mate died from a wound received in cutting in —; sent home 125 sperm. July 31 June 18, 1949 Aug. — Oct. 15, 1847 Indlan Ocean ... July 31 Sept. 9, 1847 121 South Atlantic ...do May 6 May 4, 1848 Indian Ocean . June 11 Oct. 18, 1849 Built 1846, at Medford. Reuben Coleman, second mato, died Au-gust 20, 1849. Sont home 85 barrels sperm. May 26 Sept. 26, 1850 1, 454 July 2 Apr. 24, 1850 1, 18. 180 3,000 Pacific Ocean ... do Sept. 13 Dec. 2, 1849 Aug. 7 June 12, 1850 do Nov. 2 Nov. 15, 1846 183 Returned leaking; was rebottomed and sailed in 1847. 1,6% Crew all deserted in California 1849; Capt.
Collin left the ship at Talcahunno, sick.
Captain Gibbs came home sick; sold 90
sperm on voyage.
Sold some oil on the voyage. ...do Dec. — May 10, 1851 1, 26 ...do Sept. 20 June 27, 1850 890 ... do Dec. 31 May 15, 1851 Aug. 9 July 10 Nov. 7 9, 990 1, 200do do 170 Took about 900 barrels of sperm, went to California, and was sold. Nov. 16 June 20 Oct. 20, 1847 July 7 July 15, 1851 Dec. 17 July 12 June 17, 1850 Sold 120 sperm. Added 1846; built at Baltimore 1839. 744 . 130 1, 330 70 2, 144 Atlantic Pacific Ocean . . Added 1846; built at Newcastle, Me., 1829. Captain Swain left the ship sick. 170 158 Atlantie Pacific Ocean . Withdrawn for California 1849. 100 3,000 15,000 Aug. 17 Apr. 1, 1849 Pac. and N. W Lost on a reef near Gallipagos Islands, June 22, 1847. Sent home 438 sperm, 19,165 pounds bone. Oct. 6 Ind and Pac ... 145 1, 635 12, 200 Nov. 11 May 19, 1851 Pacific Ocean . The Belle Isle sailed again in April and returned Oct. 7, 1846, with 90 barrels sperm. Apr. 18 Apr. 18, 1846 95 Auantic Apr. 18 Apr. 18, 1846

do Mar. 10 Nov. 15, 1846

do Mar. 25

do Mar. 25

Aug. 1, 1846

Atlantic Sept. 8 June 93, 1848

Atlantic June 96

Atlantic Aug. 1, 1846

Oct. 25, 1846

Sept. 17, 1847

Aug. 1, 1846

Oct. 1, 1846

Oct. 1, 1846

Oct. 1, 1846

Sept. 17, 1847

Oct. 1, 1846

Aug. 1840

Oct. 1, 1846

Oct. 1, 1846

Oct. 1, 1846

Oct. 13, 1847

Oct. 4, 1846

Oct. 4, 1846

Oct. 4, 1846 40 80 195 610 250 280 40 285 207 150 40 250 Added 1845. Added 1845; withdrawn 1847. Sold 1847. Totally wrecked at sea Sep'ember 16, 1846. Of the trig's company, twenty-one all told, only the second mate and four men survived and were taken from the wreck, after the most extreme suffering, by ship Minerva, of New Bedford.do April 3

Table showing returns of whating remels

Name of vessel.	Class.	Tompage	Captain.	Managing öwner og agent.
1810.		1		
Provincetown, Mass Continued.		1	(1)	
Sam'l Cook	Beig Bark Schooner	140 - 191 - 100 -	Cook Swift	Samuel Noper
Plymouth, Mass.		1		Distance Mr. 40
	Schooner Brig	90 ~	Hopkins	Richard W. Holmes Atwood L. Drew
Warcham, Mass.	n-t-	100	Cudworth	M. S. F. Tobey
Inga	Brig	160	Chumuttu	ar ar armey
Boston, Mass.				
Ontario	Schooner	100	Prior	***************************************
Fall River, Mass.				Wathan Day
Gold Hunter	Ship	991 404	Marvel	Nathan Durfee
Providence, R. I. South America	Ship	616	R. N. Sowie	Pearce & Bullock
Bristol, R. I.	Brig	. 156	Easterbrooks	Samuel Church
Warren, R. I.				g p conta
Bowditch Covington Portsmouth	Ship do	351		8. P. Child
Powhattan	Bark	. 1237	Mayhew	do
Barnstable, Mass.				
March	Brig	. 90	Seth Weeks	Silas Baker
Somerset, Mass.	Bark	. 137	Pettia	George B. Hood
Mystic, Conn.			0-1-10-11	Charles Mallory
Bingham			Scholfield	
Vermont		292	Bailey	do
Bridgeport, Conn.				(a)
Hamilton	. Ship	358	Wade	Sherwood Sterling
New London, Conn.				
New London, Conn. Armata Benj. Morgan Clement Columbus Columbus Dove Exite Flora Franklin Georgia Hannibal Jason McLellan	Bark Brig Ship Bark Schoon Bark Schoon Ship	407 978 159 344 151 300 300 115 34- 441 333	Bellows Lane Lane Lane Lane Buchanan Lane Douglas Church Butler Lane Butler Lane Butler Lane Brown Lane Brown Lane L	Perkins & Smith. Miner, Lawrence & C. Williams & Barnes Lyman Allyn Williams & Haven Stoddard & Learned N. & W. W. Billings. Perkins & Smith. Thomas Fitch, 3d. Benjamin Brown Stoddard & Learned Perkins & Smith.
Phonix	do	ner 11	4 Fuller	B. Brown

ISH AND FISHERIES.

e showing returns of whating-ressels

sptain.	Managing owner or agent.					
	and the second second					
look	Samuel Soper H. Sparks					
Hopkins	Richard W. Holmes Atwood L. Drew					
Cudworth	M. S. F. Tobey					
Prior	003466000000000000000000000000000000000					
Marvel Adams	Nathan Durfeedo					
Sowle	Peurce & Bullock					
Easterbrooks	Samuel Church					
Borden Devol Muntoe	8. P. Child					
- Mayhew	do					
Weeks	Silas Baker					
- Pettia	George B. Hood					
- Scholfield	. Charles Mallory					
- Bailey	do					
- Wade	. Sherwood Sterling					
Fitch Bellows Lane Forsyth Buchanan Douglas Church Potter Butler Hull Brown Morgan Slate	Williams & Barnes Lyman Allyn Williams & Haven Stoddard & Learned N. & W. W. Billings Perkins & Smith Thomas Fitch, 2d Benjamin Brown Stoddard & Learned					
— Higgins — Fuller — Clark	N. & W. W. Billings B. Brown Williams & Barnes					

	D	nte	Result	of vo	yage.	
Whaling ground.	Of saling.	Of arrival.	Sperm-off.	Whale-eil.	Whalelesse.	Romarks.
Atlantio	Mar. 0 Sept 11	Oct. —, 1846 Apr. 13, 186	410		Lba.	Brig Sam'l Cook added 1846. Sold to Mattapoisett 1850. Withdrawa 1846; no report.
Atlantia	Apr					Lost on Island of Margarita 1847. Totally wrecked October 19, 1846; second mate and two of the crow washed over- board and drowned.
Atlantio	Aug. 10	Dec. 23, 184	17 35			Returned in consequence of a look; sold 1844.
North Atlanti	e. Dec. 14	Sept. 10, 18	47 9	50 1	90	
Padile Ocean Northwest	Oct. 9 Aug. 9	4 Apr. 9, 1s Apr. 23, 1s	149 5	00 1, 5 40 3, 2	00 15, 00	
Pacific Ocean	Nov.	4 Jan. 13, 1	849 \$	5,	300 23, 00	25,000 pounts bose; see e
Atlantie	Aug. S	26				Put into St. Catharines in distress May, 1847, and was condemned; had taken three barrels blackfigh.
N. W. Coast	Aug.		849	450 0	027 23, 0 300 16, 0 500 19, 0	00 r Trank 1845 . sent home
Pacific Ocea		4 - 01		250	30	alus schooner; altered to a hermaph-
South Seas.	Aug	19 May 1,	1848	400 .		***
N. W. Coas	t July	2				Sont home 6,100 pounds bone; withdrawn at Honolulu for California trade 1848 Lost on Islands of St. Paul's 1847.
Indian Occasion						Condemned at Hong Kong 1849.
Indian & I Chili & N Indian & N South Atl Indian & South Atl Desolation Coast of C South See Chili & N Falkland Desolation Dayle See	N. W. Jul N. W. Jul antic Jul N. W. Jul Intic In Isld Ap Chili. Ju Islds Jul Islds Jul	y 24 Apr. 9 10 25 May 10 10 15 May 10 10 17 May 10 10 18	6, 1848 6, 1849 5, 1848 3, 1849 0, 1849	40 70 400 250 50 850 20 50 20	330 800 2 400 2,300 4,000	, 600 , 600 , 600 Sent home 70 barrels 1846; withdrawn 1849 , 600 , 600
Indian O	cean . A		2, 1850 13, 1549	830	70 30 2, 800	Added 1846; withdrawn for California 184

Table showing returns of whaling-ressels

Name of vessel.	Class.	Tounsge.	Captain.	Managing owner or agent.
1816.				
New London. Conn Continued.				
Wm. C. Nye	Ship	389	—— Church	N. & W. W. Billings
Stonington, Conn.	21.1	400	Palmer Hall	C. P. Williams
Betsy Williams Caledonia Calundt Meroury Newark Tybee	Ship . do do do do	400 446 347 305 323 299	Barber	dododododododododododo
Sag Harbor, L. I.				24 10 24 77
Ann	do	1 3401	Curry Westfall Lansing Edwards Hedges	Mulford & Howell Post & Sherry Mulford & Sleight N. & G. Howell Post & Sherry
T-hm Walls		366	French	Thomas Brown Charles T. Dering
Noble Portland Romulus	Bark	292	Jennings Howes Corwin Cartwright	S. & B. Huntting & Co. Ezekiel Mulford
Thames	do	414	James Bishop	T. Brown
Timor Wm. Tell	do	280 370	Edwards	Huntting Cooper T. Brown
Greenport, N. Y.	1			Ireland, Wells & Carpen
Philip 1st				ter.
$\mathbf{W} \mathbf{ashington}. \dots	do	. 934	Corwin	Wiggins & Parsons
Cold Spring, N. Y. Alice Monmouth Richmond	Barkdo	27	Haley	do
Holmen' Hole.				
Pocahontas	Ship	34	Cottle	Thomas Bradley
1847.				
New Bedford, Mass.		١	Young	Pope & Morgan
Abigail Alto Brighton Bramin Barth, Gosnold	Ship	35 24	6 E. F. Lakeman 4 — West 5 — Butts	Richmond & Wood C. R. Tucker & Co Gideon Allen L. Howland, jr., & Co.
Cambria	do do Bark	40 31	Taber	George Howland
Draes	Bark.	29	6 Oshorn	Joseph Dunbar & Co.
EmmaElizabethEndeavour	Ship	2		Rodney French

showing returns of whaling-vessels

	-
tain.	Managing owner or agent.
rch	N. & W. W. Billings
oerdleton	John F. Trumbuli
rystfallsingvards	Mulford & Howell Post & Sherry Mulford & Sleight N. & G. Howell Post & Sherry
nch nings wes win twright	Thomas Brown Charles T. Dering do S. & B. Huntting & Co.
wards	Huntting Cooper
serwin	Ireland, Wells & Carpenter.
onlley dey inters	John H. Jonesdodo
ttle	Thomas Bradley
enng keman est itts	Pope & Morgan Riohmoud & Wood C. R. Tucker & Co Gideon Allen I. Howland, jr., & Co
arding aber rmington avis arker	George Howland
shorn awton ok	I. Howland, jr., & Co
her	S. Thomas & Co

	Da	ite-	Result	or vo	yage.	
Myaling. And the state of the s	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	Remarks.	
chili & N.W.	Apr. 30	Feb. 10, 1851	Bbls.	Bbls. 2, 900	Lbs. 25, 000	Sold to New Bedford 1851; Captain Church died 1848.
N. W. Coast do Pacitic Ocean Coast of Chili	Sept. 29 June 10	Feb. 1, 1849 Apr. 25, 1849 May 24, 1849 Mar. 30, 1849 Mar. 11, 184	63	2, 15 2, 60 2, 20 9, 16	0 27, 000 0 20, 000 0 12, 000	New 1846. Sent home 40 barrels 1846. Withdrawn 1849. Sent home 12,000 pounds bone.
Coast of Chili. N. Z. & N. W. Pac. & N. W. Citii & N. W. Pacitic Ocean	Ang. 27 July 28 Sept. 19 Aug. 5	June 10, 185 June 4, 184 Feb. 1, 18	0 4 19 4 19 70	0 2, 3 4 2, 2 0 2, 9 0 2, 9 60 2, 4	7, 000 00 12, 000 00 12, 000 00 18, 000 14, 000	Sold for California 1849. Sold to New Bedford 1849; sent home
N. W. Coast. Crozettes S. A. & India Chill & N. W Japan	Ang. 19 Nov. 1 Aug. 2 Aug. Sept. 2	July 20, 18 June 30, 18 June 10, 18 July 15, 18	49 148 23 48 3	10 2, 1 50 6 00 1, 0	8, 00 300 5, 00 5, 00 8, 00 350 12, 00	Sold to New Dedicts 25.5.0
N. W. Coast	July	- May 27, 1	848	300 1,	650 9, 0 300 12, 0 , 270 11, 0 , 600 16, 0	
South Seas	Sept. Mar. July	Apr. 27, Aug. 8, 	1830	1	1, 600 16,	Sent home 99 sperm, 430 whale, 13,300 bone; lost in Behring's Straits 1848 with 3,500 barrels oil. Captain Winters died on passage home.
Pacific Oc	ean. Oct	. 27 May 29	1852	381 1, 595	39 1	
Indian Ocdo Pacific Oc Indian Oc Pacific Oc	ean. Au No Ju	g. 11 May 3 v. 30 July 14 10 28 Apr. 4	1850 1851 1851 1851	178 1, 796 1, 140	1, 558 19 1, 554 18 435 1, 946 1, 095	Third mate, John M. Austin, died at sea July, 1850; sent home 75 barrels sperm Sent home 9,800 pounds bone.
Pacine Od Indian & Pacitle O do Indian &	Pac Oc cean Oc Ju N. W. Au	t. 4 Feb. 2 t. 9 Jan. ly 2 Oct. ng. 5 Apr.	3, 1851 5, 1851 4, 1850 8, 1850	425 868 1,527 307	2, 619 2	Sent home 65 sperm. Sent. home 46 sperm and 11,000 pound bone.
Indian & N. W. Co South Se Pacific (as No	ov. 16 ec. 20 Apr.	0, 1850 1, 1851	1, 389	235	800 Lost at Cape de Verdes 1847. Sold at San Francisco 1851; sent home 8
	Ocean M Ocean O Ocean J		17, 1851 25, 1851 3, 1851	1, 72 63	0 325	Sent home 52 sperm.

Table showing returns of whaling-ressels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1847.				
New Bedford, Mass Continued.				
Enterprise Emerald Emerald Equator Exchange Foreion Fortune Frances George Gideon Howland Golconda Good Return Gov. Troup	Ship do Bark do Ship do Ship do d	29 35° 263 180 328 291 34° 273 379 331 376 43°	I Little	Robert Gibbs . J. Dunbar & Co. O. & G. O. Crocker Thomas Knowles & Co. B. B. Howard Gilbert Hatheway J. Arnold . J. A. Parker & Son I. Howland, ir., & Co. George Howland H. Taber & Co. E. C. Jones
Harvest	Bark	263	Thomas Bailey	Swift & Allen
Herald, 2d Hercules, 2d	Ship	303 290	L. B. Imbert	T. & A. R. Nye D. R. Greene & Co
Hope, 2d Hope Huntress Iris John Coggeshall	do Bark Ship do	295 186 391 311 335	Christian S. Brayton Shearman William Weeks West	Wilcox & Richmond Wilham Watkins Robert Gibbs E. C. Jones Edward M. Robinson.
John Howland	do do do	377 318 356	Leary	J. & J. Howland Wilcox & Richmond Hathaway & Luce
Junior Lafayette	do do	378 260	TinkhamLawrence	D. R. Greene & Co Edw. W. Howland
Le Baron	Bark	170	Chadwick	Lorenzo Pierce
Liverpool	Ship do do do	300 302 428 330 330	Nickerson West.	Abrabam Barker I. Howland, jr., & Co Thomas Willcox B. B. Howard T. & A. R. Nye
Mary. Milton Marcella Marçaret Scott. Midus Minorva Minorva	do do Bark Ship do do Bark	287 385 210 307 326 405 195	Smith	I. Howland, jr., & Co H. Taber & Co C. R. Tucker & Co R. French J. B. Wood & Co William Gifford William O. Brownell.
Messenger Montpeller Motezuma Marcia Olympia Otranto Phœpix Pioneer Roscoe Rodman Roman Roman Roman St. George Stephania Two Brothers	do do Bark Ship Bark Ship do do do do do	291 320 436 315 296 150 423 231 362 371 375 350 312 408 315	Tower. Ellison. Woodward Winslow McCleave Hathaway McCleave Allyne Blackmer J. B. Brooks. Hawes W. N. Bourne.	J. R. Thornton J. R. Thornton West & Paine E. W. Howland Ashley & Philips Cranston Willeex John A. Packer J. D. Thompson Andrew Robeson C. W. Morgan E. C. Jones A. Barker D. R. Greene & Co A. Barker J. Bourne D. R. Greene

ble showing returns of whaling-vessels

aptain.	Managing owner or agent.
ittle unkley athews eynolds seher lbridge Cash rresh ook	Robert Gibbs J. Dunbar & Co. O. & G. O. Crocker Thomas Knowles & Co. B. B. Howard Gilbert Hatheway J. Arnold. J. A. Parker & Son. I. Howland, ir., & Co. tieorge Howland H. Taber & Co. E. C. Jones
facomber	Swift & Allen T. & A. R. Nye D. R. Greene & Co Wilcox & Richmond Wilham Watkins. Robert Gibbs E. C. Jones Edward M. Robinson.
eary	J. & J. Howland
hadwick Fripp Vickerson Vest Vatt	Abraham Barker I. Howland, jr., & Co. Thomas Willow B. B. Howard T. & A. R. Nye
rey Smith Worth Juce dridge Seabury Perry	I. Howland, jr., & Co II. Taber & Co C. R. Tucker & Co R. French J. B. Wood & Co William Gifford William O. Brownell.
rthur	C. W. Morgan E. C. Jones A. Barker.

	D	ate-	Result o	f voyago.	
Whaling- ground.	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Remarks.
Indian & N. W. Pacific Oceando	Sept. 4 May 5 May 6 May 6 May 6 May 17 May 29 May 20 May 27 May 27 May 27 May 27 May 27 May 2 May 3 May 2 May 3 May 2 May 3 May 3 May 3 May 4 May 3 May 3 May 4 May 3 May 4 May 3 May 4 May 3 May 4 May 4 May 4 May 3 May 4 Ma	May 8, 185 May 9, 185 May 8, 185 Jan. 2, 185 June 10, 185 2 July 21, 18 5 Dec. 18, 183 May 8, 185 Mar. 15, 18	823 468 823 1 146 1 146 0 519 0 344 1 117 1 745 0 1,177 0 1,135 0 1,177 0 1,135 0 1,177 0 1,541 423 51 1,824 50 594 51 92	2, 530 28, 9	Captain Brush came home sick 1850. Sout home 9,979 pounds bone. Sent home 458 b.trels sperm and 17,000 pounds bone. Added 147; second mate and bont's crew lost April 22, 1850. Lost off Navigator's Islands, April 17, 1850; sent home 106 sperm. Sent home 11,500 pounds bone. Bought from Newport 1847; Captain West left the ship and wout to California; sent to California 1850; sold to Fair- haven 1852. Sent home 67 sperm. Captain Taber left at Honolulu 1850; sent home 2,318 bone. Lost on Gallipsgos Islands, June, 1850; oil (600 sperm 200 whale) saved by Nanti- con, of Nantackel. Added 1846 from Newport; lost 1851; sent home 113 sperm; sold 130 sperm at
Ind. & N. W Pacific Ocean Ind. & N. W N. W. Coast do	Oct.	11 May 3, 18 3 Ap 12, 16 12 June 12, 16	851 2 850 4 851 11	6 1,056 9,8 7 4,043 0 2,880,34,6 2,389	900 Sent home 500 whale, 34,793 pounds bone. Sent home 82 sperm, 338 whale, 37,200 pounds bone.
Pacific Ocea do Atlantic & I N. W. Coast Pac. & N. W Ind. & N. W Pacific Ocea	Ind Apr. Nov. Aug. July	5 Apr. 18, 1 20 May 13, 1 19 June 3, 1 20 Jan. 13, 1	851 2, 58 850 61 851 7 850 16	10 10	600 Sent home 16,728 pounds bone. Sent home 15,685 pounds bone.
Pac. & N. V. Coaa Pacific Oce Indian Oce Pacific Oce Indian Oce Indian Oce Indian Oce Indian Oce Indian Oce India Coa Ind. & Pac. & N. W. Coa Ind. & Pac. & N. Indian Oce Ind. & Pac. & N. Indian Oce Ind. & Pac. &	t. July an Aug an Jun an Aug an Jun an Oct. Nov Nov st Oct. W	9 Apr. 18, 16 Mar. 25, 29 May 11, 17 Apr. 30, 27, 4 Apr. 26, 5 May 10, 18 Aug. 8, 20 Apr. 12, 6 3 Apr. 5, 15 Apr.	1950 3 1851 1,1 1849 4 1851 7 1851 1,6 1851 1,8 1851 2,3 1850 1850 1850 1850	22, 943 25, 91 2, 943 25, 114 2, 219 31, 4+ 3 120 1, 774 100 1, 630 27 276 2, 510 26	Sent home 10,000 pounds bone. Sent home 10,000 pounds bone. Sent home 90 sperm. Sold to go to California 1849. Sent home 97 sperm, 19,420 pounds bone. Sent home 90 sperm. Sent home 90 sperm. Sent home 90 sperm. Sent home 91 sperm. Sent home 90 sperm. Sent home 90 sperm. Sent home 90 sperm.

Table showing returns of whaling resnels

1		-		
Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1847.				
New Bedford, Mass Continued.				
Virginia	Ship	346 -	Marter	Hathaway & Luce
WashingtonZephyr	do	344 361	S. D. Fisher Shearman	J. Bourne, jr
Fairhaven, Mass.				
Albion	Ship do do do	326 451 333 337 262	Hathaway Norton Fisher Thomas Wall Terry	E. Sawin
James Monroe London Packet	do	494 335	Jabez B. Howland	F. R. Whitwell Gibbs & Jenney
Marcus Omega Popmunnet	do do Bark	286 305 184	Osborn Morev Eldridge	N. Church
Sarah Frances Sylph William Rotch	Ship do	301 336 290	Gardner	E. Sawin Edmund Allen Fish & Huttleston
Mattapoisett, Mass.				
Cachelot	Brig Bark	230 120 170 129 164	Luther Jenney Dornin v. W. Bolles Taber	Wilson Barstow R. L. Barstow E. Willis Samuel Sturtevant, jr R. L. Barstow
Westport, Mass.				Alan II Comm
Barelay	do	167 209 171 128	King	Alex. H. Corey
Mattapoisett	Ship	150 130 266 167 250		. Andrew Hicks
Nantucket, Mass.				
Barclay	. Ship	301 318	Eben Baker Obed Bunker	John H. Shaw C. G. & H. Coffin
Hero	do do Brig	385 313 201	Samuel P. Skinner Sylvanus Swain Charles Alley	. Christopher Wyer Joseph Starbuck J. Cook, jr., & Co
Mary Peru Planter	Ship Bark Ship	. 257	Consider Fisher	Edward Perry
President	do	293	Joseph Marshall	J. Starbnek
Rambler	do	318	James H. Haughton.	F. C. Sanford
Spartan		1		
Two Brothers		70	Carey	J. Cook, jr., & Co
Washington	Ship	306	Stephen Bailey	
Edgartown, Mass.				Ahm Oshoma
Almira	Ship	[36	2 Cottin	Abm. Osborne

showing returns of whaling-vessels

ptain.	Managing owner or agent.
arter Ier	Hathaway & Luce J. Bourne, jr
athaway orton sher Wall	E. Sawin
Wman Howland	F. R. Whitwell
orey ldridge	I. F. Terry
roodempton	E. Sawin Edmund Allen Fish & Huttleston
ntheronneyorninorles	Wilson Baratow R. L. Barstow E. Willis Samuel Sturtevant, jr R. L. Barstow
ingardner lazard ornell	Alex. H. Corey
riggs Iacomber ifford Vorth Vest	Freeman Lawrence Gideon Davis
aker mker	John H. Shaw C. G. & H. Coffin
P. Skinner is Swain Alley	Christopher Wyer Joseph Starbuck J. Cook, jr., & Co
n B. Harris er Fisher . Hussey	Edward Perry
Marshall	
H, Haughton.	
Morselander Carey	
n Bailey	
Coffin	Abm. Osborne

	D	ate	Result	of voy	age.	
Whaling- ground.	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	Remarks.
Pacific Ocean . Pac. & N. W Ind. & Pacific .	Aug. 18 Oct. 12 Oct. 21	Aug. 6, 1851 May 28, 1850 June 1, 1851	Bbls. 1,589 348 719	Bbls. 145 1,790 194	1, 400	First mate, Mr. Luce, died at Callao, May, 1-49. Sent home 15,000 pounds bone.
Indian Ocean . Ind. & N. W . Pacific Ocean do Indian Ocean . Pacific Ocean . South Seas	Aug. 30 Sept. 1 July 14 Nov. 18 Nov. 11 Oct. 30 Oct. 11	Mar. 27, 1851 Apr. 11, 1850 May 8, 1851 May 28, 1851	131	3, 900 1, 352 2, 685	20, 000 21, 000 12, 600	Sent home 116 sperm, 22,500 pounds bone, Sent home 8 casks sperm. Sent home 434 sperm, 16,000 bone. Sent home 27 while, 25,407 bone; shipped oil to London; sold at Hosolulu, March, 1854, Sold at San Francisco 1849. Condemned at Sydney 1850; refitted and sailed whaling from there.
Pacific Ocean Ind. & Pacific Pacific Ocean	Oct. 1-4 Jan. 6 Nov. 26 Dec. 22 July 8 Sept. 30			1,60	0 4,000 7 10,000	added 1847, from Sippican.
Pacific Ocean Atlantic Pacific Ocean Atlanticdo Atlanticdo Atlanticdo Atlanticdo Atlanticdo Description Atlanticdo Pacific Ocean Atlanticdo Ind. & Pacific	Aug. 4 June 8 Feb. Dec. 2 Dec. 2 Dec. 1 June 8 Nov. Apr. 1 Mar July 6 Nov. 1	4 Sept. 9, 185 8 Sept. 30, 184 5 Apr. 6, 184 1 July 29, 184 8 Sept. 30, 184 8 Sept. 30, 184 1 July 29, 184 8 Sept. 30, 184 1 July 29, 184 9 Nov. 7, 18 1 Sept. 9, 184 1 Sept. 30, 184	11	50 50 00 00 00 00 00 00 575		No report. Added 1847. Sent home 6,414 pounds bone. Sold to Westport 1849. Sent home 131 sperm. Sailed from Fall River 1847; sold to Westport, 1848. Bought from Mattapoisett Added 1847.
Pacific Ocean	Sept.	5 Apr. 23, 1s	852 851	852	90	and sect home about 20 burrels. Condemned at Rio Janeiro. Sold 50 barrels sperm. Bonght from Baltimore 1847; built 1843; thirdmate killed 1849; Captain Alley died at Panama, and the brig was sold there.
do do	Aug.	21 Dec. 27, 1	850	717 750 095	30 150 530	Sent home 8 casks sperm; Captain Hussey shipped on board brig Wm. Peun, of San Francisco, and was killed in a mutiny
do	Dec.	5 July 28, 1 6 June 21,	1851 1,	369 837 868	8	Got ashore on Gallipages Islands and came home damaged.
South Atlant Pacific Oces	itie Jun	e 19 Nov. 15,	1847	50		tain. Condemned at Oahu in 1849.
Pacific Ocea	an Jul	y 29 Mar. 20,	1851 1	, 000	, 500 18	, 000

Table showing returns of whaling-rennels

Name of vessel.	Class.	Tounge.		Captain.	Managing owner or agent.
		To			
1847.					
Edgartown, Mass.—Continued.	Ship Brig	381 150		Coon Mayhew	Benjamin Worthdo
Holmes's Hole, Mass. Malta Demulgee	Bark Ship	150 438		Cromwell	Thomas Barrows Thomas Bradley
Provincetown, Mass. Belle Isle	Schooner Brig Schooner	130	0	Cook Nickerson Geun	Parker Cook
Edwin Fairy John Adams Louisa Rienzi Samuel Cook	Bark Schooner do do do Brig	18 11 9 11	6	- Nickerson Cook Turner - Young	R. L. Thatcher Samuel Cook
Warcham, Mass. G. Washington	Ship	. 37	14	- Gibbs	S. C. Gibbs
Fall River, Mass.	Brig	. 19	28	- Cornell	Nathan Durfee
Providence, R. I. Cassander	Ship	. 25	99	- Winslow	Nathaniel F. Potter
Richmond	Bark	3	43 E. A	. Swift	Pearce & Bullock
Warren, R. I.	Ship	. 5	52 Obe	d Luce	John R. Wheaton
Franklin	Bark Ship		240	— Barton — Evans	
Yarmouth, Mass.	Brig		90	Wood	Silas Baker
Mystic, Conn. Antarctic Alibreo Congress Corlolanus Leauder	do		37ê 280 26ê 213	- Kenney Hull Taylor Maginly Brerieton	do
Cold Spring, N. Y. Huntsville	Ship .		593	Smith	John H. Jones
New London, Conn.	Ship . Schoo Bark.	ner	398 — 81 — 231 —	Green Lyon Baboock	Perkins & Smith
Blk. Warrior Bengal Chas. Carroll Candace Carinthian	Ship .		304	Hempsted Long Hempsted Slate	Thomas Fitch, 2d Perkins & Smith William Haven

showing returns of whaling-reasels

otain.	Managing owner or agent.
nnyhew	Benjamin Worthdo
omwell	Thomas Barrows Thomas Bradley
ok ckerson	Parker Cook
ickerson sok uruer oung	R. L. Thatcher
ibbs	S. C. Gibbs
ornell	Nathan Durfee
Vinslow	Nathaniel F. Potter
vift	Pearce & Bullock
uce	John R. Wheaton
Barton Evans	Samuel Barton Joseph Smith
Wood	Silas Baker
Kenney Hull Taylor Maginly Brerieton	L & W. P. Randall do Charles Mallory do
Smith	John H. Jones
Green Lyen Babcock	Williams & Haven Perkins & Smith Williams & Haven
Hempsted Long Hempsted	

Whaling- ground.	Da	Result of voyage.				
	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	Remarks.
Pacific Ocean Atlantic	Oct. 30 Apr. 12	May 7, 1850 Oct. 6, 1848	Bbls 2, 000 300	Bbls. 150	Lbs.	Sent home 95 sperm; withdrawn 1848.
Pacific Ocean N. W. Coast	Sept. 2 Sept. 2	Apr. 8, 1850 Apr. 21, 1850	9 0 60	3, 000	30, 000	
North Atlantic Atlantic North Atlantic Atlantic	Feb. 11 Feb. 1 Mar. 13	Ang. 26, 1847 Sept. 24, 1847 July 14, 1847 May —, 1848 Oct. 12, 1848	300 940 196 140 445	8		Sailed again September 6, 1847, for Straits Belle Islo; returned July 4, 1848, with 90 barrels sperm. Withdrawn 1848
do	Apr. 13 Mar. 28 Feb. 17 Apr. 1	Oct. 12, 1848 Oct. 22, 1847 Oct. 25, 1847 Oct. 25, 1847 Aug. 15, 1848 May 13, 1848	100 110 210 200	60 10 16		
N. W. Coast	Nov. 17	Mar. 17, 1850	200	2, 800	34, 000	Lost 100 barrels whale in a heavy gale on the passage home.
Atlantic	Nov. 5					Sold to Westport 1848, and returned to that port.
Pacific Ocean .				••••		Burned at sea June 10, 1348. Crew landed at St. Martha Grando after being 10 days in their boats without provisions, during which time two died; sent home 1,500 pounds bone. Sold for California 1850; sent home 99
N. W. Coast	July 10	Feb. 11, 1850	G	3, 40	20, 000	sperm, 14,000 bone.
Pacific Ocean .	Dec. 19	July 31, 1859	900			Captain Luce and 5 men massacred by natives of Mackill's Island January, 1851; sold to Bristol for Cuba trade, 1852; sold to Boston 1853; shipped oil to London.
N. W. Coast	Dec. 22 Nov. 29	June 26, 1848 May 8, 185		30 2, 78	99, 10	Withdrawn 1852.
Atlantic	Oct. 23	Aug. 21, 184	7 95	0 3		Bought from Barnstable 1847; sailed again October 23, 1847, and arrived at New Bedford October 21, 1848, with 30 barrels sperm.
N. W. Coast	July 1 Sept. 6	Apr. 25, 184 July 27, 184 July 7, 184	9 30 9 2 0 25	3, 00 80 1, 67	30, 00: 7, 000 7, 000 4, 000	Lost at Fayal Soptember 23, 1847. Thomas White, second mate, died September 30, 1849.
South Pacific.	Sept. 30	Apr. 21, 184	9	4, 20	50, 00	0
Indian and N. V Desoktion Islo Indian Ocean	June S	Aug. 20, 189	19 1	1, 6	00 4, 00 00 00 25, 00	Sent home 9 casks sperm, 14,500 pounus bone.
Desolation Islandian Ocean Desolation Islandian Ocean Desolation Islandian	Linky 13	1 June 3, 184	9	3, 6	00125, 00 00 00 21, 00	Withdrawn for California 1849.

Table showing returns of whaling-ressels

		1			agenciate and the second secon
Name of vessel.	Class.	Tonnage.		Captain.	Managing owner or agent.
1847.					
New London, ConnContinued.				Steele	T. Fitch, 2d
Promo Electra Friends Franklin Geo. & Mary Hilbernin H'y Thompson India Indian	Ship do do Schoone Ship do do do do do do do	301 345 403 115 336 531 433 40	E	Brown Howard Norie Middleton Smith Holm Holm Bailer Bailey	Williams & Barbes Benjamin Brown Perkins & Smith Lyman Allyn T. Fitch, &d Frink, Chew & Co Williams & Haven
Jefferson John & Elizabeth Julius Cusar Lark Mogral McLeilan Merrimack Neptunae N. America Pembroke Tenedos Venice	Barkdododododododo	34 26 39 31 41 29 31	0 1 - 1 - 1 - 1 - 1 - 1	Gray Chappell Morgan Kelley Huntley Perkins Destin Holt Bollee Potter (omstock Harris	Perkins & Smith. Williams & Barnes Perkins & Smith. Williams & Haven. do do Miner, Lawrence & Co.
Stanington, Conn.				Burch	Charles P. Williams
Charles Phelps. Eugeno. Mary & Susan Newburyport United States.	do .	983	65 95 192 141	Brown Pendleton Lester Barnum	dodo Pendleton & Trumbull.
Sag Harbor, N. Y.	2	1.	286	Harlow	John Budd
Arabella	Bark. Ship Bark do Ship		367	Ludlow Smith Hedges Mercator Cooper	Thomas Brown Huntting Cooper
Gem	Bark		320	Worth	do
	Ship		413	Jaggar	John Budd
Illinois Jefferson Levant Marcus Ontario Panama	do do Barl Shir		435 382 283 36: 46:	Smith Lowen Babcock Brown Hallock	N. & G. Howell S. & B. Huntting & C N. & G. Howell
Phenix Superior Tuscany	1 40	k	314 275 209		John Budd
	1		259	Babcock	Ireland, Wells &
Greenport, N. Y.	1				
Caroline		р	1		penter.
	d	o	299 309 369	—— Weld —— Brown	David G. Floyd

SH AND FISHERIES.

showing returns of whaling-vessels

ptain.	Managing owner or agent.
ele	Benjamin Brown Perkins & Smith Lyman Allyn T, Fitoh 2d Frink, Chew & Co Williams & Haven
rayhappelllorganlorga	Perkins & Smith Williams & Barnes Perkins & Smith Williams & Haven do do Joseph Lawrence & Co. Joseph Lawrence
Burch Brown Pendleton Lester Barnum	Pendleton & Trumbull.
Ludlow Smith Hedges tor Cooper	N. & G. Howell
Worth	do
- Jaggar Smith Lowen Babcock Brown Hallock	T. Brown Tiffany & Halsey N. & G. Howell S. & B. Huntting & Co N. & G. Howell
- Green - Royce . Edwards	1 80 00 000
- Babcock Weld Brown Case	David G. Floyd

HISTORY OF THE AMERICAN WHALE FISHERY.

	100	Date—		of voy:	age			
Whaling-ground.	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalehote.	Remarks.		
y W. Coast adam and N. W. Sectic Ocean prozettes adian and N. W. Patagonia andian and N. W. do. N. W. Coast.	Oct. 9 July 20 July 14 Aug. 24 Aug. 14 Nov. 5 July 31 June 23 Nov. 18	May 31, 1650 Mar. 93, 1850 May 7, 1849 Aug. —, 1840 Apr. 8, 1850 June 16, 1850 Mar. 29, 1850 Feb. 15, 1851	130 100 900	Bblu. 1, 600 2, 300 2, 300 25 2, 250 1, 300 4, 000 3, 100	3, 000 3, 000 16, 000	Sent home 11,500 pounds bone. Sont home 1,100 whale, 18,500 pounds bone. Sent home 141 sperm, 1e,500 pounds bone. Sold to New Bedford 1840; no report. Sent home 23,300 pounds bone. Sent home 27,990 bone. Salied October 21; was damaged by a gale on the 26th and returned; salied again 18th Newmber; sent home 17,500 pounds		
Indian and N. W., do Indian Ocean do Indian and N. W. Davis Straits N. W. C. ast indian Ocean (Chili and N. W. Indian ocean Indian and Pac. Indian and N. W. Indian and Pac. Indian and N. W.	Mar. 5 Oct. 9 July 21 Aug. 11 July 14 Aug. 12	Mar, 31, 1849 May 7, 1859 June 13, 1849 June 10, 1850 May 8, 1851 Oct. 5, 1847 Jan. 28, 1855 Mar. 23, 1846 June 21, 1855 May 13, 1846	50 450 83 50 100 70	3, 300 2, 000 2,	18,000 18,000 14,000 200 3,00°	bone. Sent home 55 sperm. Sent home 7 casks sperm. Sent home 7 casks sperm. Bought from New York 1847. Sent home 19,350 pounds bone. Brought 245 scal-skins. eat home 13,000 bone. Lost 1851. Sent home 100 sperm, 9,200 bone Sent home 16,500 pounds bone.		
do	7. Sept. 14	Apr. 7, 185 Mar. 23, 185 Apr. 18, 185	0 100 0 #	2, 300 3, 200 2, 700	33, 000 25, 000 45, 000 34, 000 1, 200			
Indian Ocean . Pacific Ocean indian Ocean . South Atlantic N. W. Const	Aug. 10 Sept. 30 July 13	July 9, 184	19 50 19 80	2, 000 1, 720	4, 900 10, 500 9, 000 5, 500	mate killed by a whale December, 1847. Sold to New Bedford 1849. Sent home 4,000 pounds bone.		
,do	Oct.	9			0 14 004	home 60 sperm. Totally lost with her cargo near Suwarror Island December, 1848; had 170 sperm		
dododododo	July 2 Oct. 1 6. July 2	9 May 28, 18 3 Mar. 26, 18 1 Feb. 5, 18	50	3, 20	0 14, 000 0 9, 000 0 8, 000 0 10, 00 0 30, 00	New Deathoff 1850. Sent home 25,193 jounds bone. Sent home 7,500 pounds bone. Condemned at Honolilu November, 1850. Sold to New Bedford 1850. Withdrawn 1850; cendemned at Valpraiso 1851.		
South Atlanti Indian Ocean	o July Aug.	1 May 5, 18		2, 40 1, 70 36 2, 78	90, 00 30 17, 40	6 Sold to Boston 1849. Sent home 22,936 pounds bone. Sent home 96 sperm, 21,750 pounds bon Captain Edwards died October 29, 1840.		
Indian Ocean N. W. Coast	Aug.	Apr. 7, 18 July 8, 18	349 26 49 1	00 2, 46 26 2, 2	00 6, 00 00 30, 00 80 22, 00 83 25, 70	ber 18, 1849. Sent home 53 sperm. Sent home 50,290 pounds bene; sailed 18 and was condemned at Rie Janeiro 185		
do	Ang			'	50 3, 0			

Table showing returns of whaling-remels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner of agent.
1848.				
New Bedford, Mass.			904.5.	Abm. H. Howland
bm. R. Howland	Ship	414 -	Fisher	
bm. Barkerddison .dexander	do do do	40(4 42) - 42) -	A. R. Barker	Abm. Barker Isaac B Richmond J. A. Parker
America America Archur Armolda Srumsyick Jandler Prico Copia	do Bark Ship do do do	297 441 317	Adams Tucker Smith R. Wood Johnson Taber Taber	J. B. Wood & Co Barton Ricketson Pope & Morgan Lemuel Kollock
Jondor Jornella Charleston Packet Chili Cowper Dartmouth	Bark do Ship dodo	216 184 291 3 1	J. Allen. — Devoll. — Lewis — Dexter — Cole. — Pierce.	Pope & Morgan. I. Kollock Thomas Knowles & Co B. B. Howland, jr. & Co I. Howland, jr. & Co
Dunbarton Envoy,	Bark	. 19f 39t	M. Maybew W. T. Walker	I. B. Richmond William C. Brownell.
Emigrant	do	180	Bartholomew West .	Russell Maxfield
Florida Frances Henriotta. George and Susan. George Porter		351		George Howland William Watkins
Geo, Washington. Gratitude Hector Henry Kueeland Hydaspe Ludia	Ship do do do do do	3.37 3.6 304 31	P. S. Wilcox Peter Smith	Swift & Allen. William J. Roteh B. B. Howard. J. B. Wood & Co A. H. Hewland.
Inga	1		Barnes	Ingalls & Lucas
Isaac Howland	Ship	399	West	I. Howland, jr., & Co
Isabella	do	41	Brayton	L. P. Ashmead
James Allen	do	35		Gideon Allen
Java	do .	27		George Howland
James	do .	32	21 Cornell	T. & A. R. Nye
James Maury	1	39	9: Whelden	Charles R. Tucker
Jeannette	do	3	40 — West	Frederick Parket
London Packet	do		280	A. H. Howland

ble showing returns of whaling-remels

Captain.	Managing owner or agent.
	W. 100 Mar. 20 100 Mar. 20
Fisher	Abm. H. Howland Abm. Barker Isaac B. Richmond J. A. Parker
Adams Tucker	J. A. Parker I. Howland, jr., & Co., C. R. Tucker & Co., Ledward W. Howland J. B. Wood & Co. Barton Ricketson Pope & Morgan Lennel Kollock
Johnson Taber	Barton Ricketson Pope & Morgan Lemnel Kollock Pope & Morgan L. Kollock Thomas Knowles & Co.
on	Thomas Knowles & Co B. B. Howarddododo
ayhew	I. B. Richmond William C. Brownell
nolomew West	Russeli Maziteld
- Weeks - Clough - Wight - Ellis	George Howland William Watkins
- Baker	J. B. Wood & Co A. H. Hewland
- Barnes	Ingalls & Lucas
West	I, Howland, jr., & Co
- Brayton	L. P. Ashmead
Smith	Gideon Allen
Stanton	George Howland
Cornell	T. & A. R. Nye
- Whelden	Charles R. Tucker & Co
West	J. Dunbar & Co
	A. H. Howland

ialling from	American	ports-C	ontinued.
		Date-	Result

	1)	ate-	Result	of vo	yage.	
Whaling- ground.	Of seiling.	Of arrival.	Sperm-off.	Whale-ail.	Whalebone.	Remarks.
Conschatka	Aug. 9	Mar. 19, 1851	Btls. 137			Ment home 200 barrels oil and 6,197 pounds bone.
nd and Pacific Pacific Ocean . Ind. and Pacific	July 1 Aug. 17 May 93	June 11, 1850 June 10, 1852 Mar. 25, 1851	45 1, 965 ≌L	2, 800 25 2, 767		Captain Black died at sea November 25, 1848. Bent bome 307 harrels oil and about 13,500 pounds kone.
N. W. Coast Pacitic Oceandododo	Oct. 23 Feb. 8 May 17 July 1 Nov. 17 July 3	Apr. 96,1851 May 98, 1851 May 1, 1859 Mar. 19, 1859 May 9, 1851 Jan. 14, 1851	436 905 9, 133 1, 916 196 256	1,000	1	Sold to Dartmouth 1851. Sold to Dartmouth 1851. Sent home 34.285 pounds hone. Capitain Taber came home in the Julian
Ind. and Pacific Indian Ocean Ind. and Pacific N. W. Coast.	July 3 Sept. 11 Aug. 3 Aug. 31 Nov. 11	May 3, 1850 July 18, 1850 Dec. 11, 1850 Apr. 9, 1859 Mar. 22, 1851	70 926 434 No	9, 626	8, 704 39, 500 35, 804 25, 404	1851; sent home 2,056 whate, 17,700 bone. Sent home 400 whale. Sent home 29,060 pounds bone. Sent deaply in season, went as far as Persidents.
Pacific Ocean . N. W. Coast	Sept. 5 July 19					nambuco and returned; captom sick; shipped to London from Hong-Kong 180 sperm, 11,600 pounds bone. Bought from Matapoiett 184; built 1896, sold at 8an Francisco 1841; took on voyage 5,300 whale, 75,000 pounds bone. Bought from Bristol 1848; found in 1889 bottom up; crew never heard from; sent
. do N. W. Coast Pacido Ocean . Indian Ocean .	Nov. 5 Aug. 25 Oct. 26 Mar. 4	Jan. 17, 185 May 11, 185	0 99 1 30 9 94	9, 81 1, 03	3, 000 4 19, 200 14 17, 300	home 20 sperm. Sent home 21,582 pounds bone. Wrecked and condemned at Maho 1250; all 2700 around sent home.
South Seas Ind. and Pacific do Pacific Ocean N. W. Coast	Dec. July 1 July 1 Dec. 1	May 6, 183 Aug. 9, 185 May 4, 183 Mar. 17, 187	2 2, 27 11 1, 36	2,6	20 37, 600 20 29, 000	Enlarged 1848; built at New Bedford 1852. Dropped anchor but four times on voyage. Sent home 36 sperm. Sent home 273 sperm, 1,015 whale, 76,500
Indian Ocean	1					nounds bone. Added 1848; cut off at Pleasant Island December, 1859. Captain Barnes and most of the crew murdered by the natives Sold 150 sperm at Hobert Town.
N. W. Coast.			51 (3, 2	60	from Hong-Kong. Sent home 37,41 pounds bone.
Pacific Ocean					25 1,80	the wreck.
N. W. Coast Pacific Ocean				1	114 2, 10	bone.
do					876	Sent nome on the voyage not aperts, 21,00
N. W. Coast.				85 1,	924 26, 50	pounds bone.
Pac'fic Ocean N. W. Coast. Indian Ocean	Sept.	6 May 7, 1	50 I I 68	6: 3,	707 330 035 34, 60 168 25, 55	Sent home 28,407 bone. Sailed early in year under Captain Cornel returned September 30. Captain badl injured by a man falling from aloft an
						striking him on the back. Lost at sea near Cape de Verdes Januar 28, 1849; four of the crew lost.

Table showing returns of whaling-remole

Nutas of vessel.	Class.	Captain.		Managing owner or agent.	
1818.					
New Bedford, Mass.—Continued.	Ship	3833 -	Gardner	J. A. Parker & Son	
"C. Richmond	do	1	J. S. Norton Devoll	J. B. Wood & Co Jona. Bourne, jr	
Mobile	do	963 €	leorge B. Long	E. C. Jones	
Majestio	Hark	997 970 360 371 926	Hall	Thomas & Dow C. R. Tucker & Co J. B. Wood & Co Philip Anthony C. R. Tucker & Co I. Howland, Jr., & Co	
Minerva Smyth	do do	335 340 364	West	O, & G. O. Crocker	
Minerva, 2d Nigor New Bedford Nimrod Nye Nye Navy Ohlo Oroximbo	do do do do do	. 433 351 340 911 356	O. Smalley	B. Ricketson T. & A. B. Nye J. B. Wood & Co E. W. Howland B. Ricketson	
Pacific	do	391	— Hoxie		
Parachute Rhime Sappho Beine Statire South Carolina Valparaiso William and Eliza W. Hamilton	Bark do	174 390 981	Fisher Downs Cushman Cushman Coon Coon Cleveland Allen II. Shockley	B. B. Howard E. C. Joues O. & E. W. Seabury R. French Hathaway & Luce J. D. Thompson Hathaway & Luce Henry Taber & Co I. Howland, jr., & Co.	
Fairhaven, Mass.	Ship	359	Bradley	Bradford, Fuller & Co	
Adeline Gibbs		318 148 305 262 302	- Daggett - Fuller - Wady - Slocum - Luscomb	M. O. Bradford E. Sawin Jenney & Tripp F. R. Whitwell N. Church	
Lydia Martha Martha .21 Phipe Delanoye Sharon	do do do do do do do do	301 383 334	Skinner Stewart Morse Bonney	Warren Delano Gibbs & Jenney	
South Boston	do .	330	Sowle	E. Sawin	
Falmouth, Mass.	Ship .	34	Smith	Olivor C. Swift	
Hobomok	do .	41	4 Roland R. Jones	Elijah Switt	
Mattapoisett, Mass. America	Brig	15 19 37	Cushing Purrington	R. L. Barstow Joseph Meigs	

te showing returns of whating-reasely

	Managing owner or
ptain.	agent.
ardner	J. A. Parker & Sen
evoll	J. B. Wood & Co Jona. Hourne, jr E. C. Jones
fall lorden hockley lorton	Thomas & Dow
hilds Vest	I. Howland, jr., & Co O. & G. O. Crocker
lley	T. Knowles & Co Hathaway & Luce L. Howland, jr., & Co B. Ricketson T. & A. R. Nye. J. B. Wood & Co
Hoxio	J. Perry O. N. Swift
Fisher	J. D. Thompson. Hathaway & Luce
Bradley	
Weeks Daggett Fuller Wady Slocum Howland Lascomb	M. O. Bradford E. Sawin Jenney & Tripp F. R. Whitwell
Worth Skinner Stewart Morse Bonney	Gibbs & Jenney
Smith Id R. Jones	
- Lambert Taber Cushing Purrington Mayhew	R. L. Barstow

	p	ate.	Result	of vo	ynge.	
Whaling- ground.	Of sailing.	Of servival.	Sperm-eill.	Whale-oil.	Whalehood	Romarka
Pacific Ocean	Sept. 21 July 15	Mar. 26, 1≒51	Tible.	1, 814	26, 400	First mate, Mr. McNulty, drowned at Ta- hiti August, 1850. Shipped 800 sperm to London from Hobert Town. Lost. Sent home 130 sperm, 200 whale, 15,480
N. W. Count	Aug. 1	May 16, 1e51	158			Lost a sea September 23, 184%; Captain Lost, first mate, and eight men, washed
N. W. Coast Pac fic Ocean Pac. and N. Wdo Atlantic	Nov. 1 Aug. 27 July 15 Sept. 5 May 31	Apr. 25, 1851 Mar. 16, 1859 Apr. 24, 1850 May 8, 1851	919	1, 97 9, 39	0 39, 900	Nent home 400 whale, 18,256 pounds bone. Bought from New York 1848; lost in Arctic 1851. Sent home 53 sperm.
Pacific Ocean	Oct. 5 June 1 Aug. 17	Apr. 18, 1859 Sept. 1, 1859 Nov. 1, 1851	1, 356 673	3	3 2, 100	Fourth mate, William Henson, killed by a whale August 23, 1849.
Pac. and N. W Pacific Ocean	May 27 Sept. 22 Sept. 11 Aug. 10 Oct. 18 Nov. 28	June 8, 1856 Sept. 9, 1856 July 1, 1855 Feb. 7, 1856 Mar. 21, 185 Mar. 31, 185 Mar. 22, 185	1, 68 50 4 1, 31 21 18 1 9	7 31 6 2, 5 5 1 7 2, 9 4 2, 9 6 4, 1	29 18, 000 0 16' 19 12 10 12 12 12 13 1400	Captain Gray left ship 1851, sick. Sent home 70 sperm. 33,000 pounds bone. Sent home 214 sperm. Sent bome 214 sperm. Sent bome 20,800 pounds bone. Sent home 275 whale, 22,736 pounds bone. Sold 660 whale at Labaina; sent home 22,590 bone. Sold 140 sperm at Maul. Lost near Tombez 1849; saved 200 barrels
do	June 6 July 26 July 26 June 6 Nov. 26 Aug. 25 June 9	Mar. 30, 185 Jan. 17, 185 Mar. 15, 185 Mar. 17, 185 Jan. 17, 185 June 10, 185 Oct. 4, 185	1 1,07 0 1,07 1 10 2 1,2	2, 5 77 6 89 1, 9 18 05 1, 3	71 31, 400 60 71 19, 000 34 51 8, 100 53 23 70 31, 000	of oll. Sent home 59 sperm. Sold 180 sperm at Valparaiso. No report, Bought from Salem 1848.
Pacific Ocean New Zealand Pacific Ocean Indian Ocean South Seas Indian Ocean	Aug. 3 Nov. 1 . Aug. 1 May 9 Jan Nov.	6 July 16, 18, 9 June 10, 18, 00 May 14, 18, 4 May 19, 18, June 26, 18	33 9, 1 32 9	91 98 39 33	8	1851. Had 1,300 whate; saved 3-00. A. Y. Briggs, first mate, died June, 1840.
P.O. & N. W	Dec. 1	16 Dec. 4, 18	51 8	30	190 18, 80	captain. Sold 1850.
Pacific Ocean Indian Ocean Pacific Ocean do	June	25 Sept. 8, 18 28 May 25, 18 25 July 31, 18	51 1, 59 59 1,	431	930 4, 30 600 11, 00	home 100 sperm.
P.O. & N. W Pacific Ocean Indian and F	n Oct.	25 Apr. 5, 16	351		600	Mr. Slater, second mate, lost overboar August, 1849. Sent home 14,300 bone.
Atlanticdo do Pac. and N. Atlantic	Oct.	8 Sept. 9, 1 Jan. 27, 1 13 Sept. 9, 1 15 Mar. 21, 1 9 July 2, 1	849 850 848 851 850	550 950	150	

Table showing the returns of whaling-ressels

	T	-			
Name of vc .ol.	Class.	Tonnage.		Captain.	Managing owner or agent.
1848.		_			
Westport, Mass.					Thomas W. Maybew
Catherwood	Brig Bark Ship	194 194 264	=	Stanton Hosmer Fisher	Henry Wilco:
Mexico Th. Winslow Theo. Chase	Brig . do Bark	136 126 168	=	Whites Mayhew Macomber	Thomas W. Mayhew H. Willcox
Nantucket, Mass.				bed Swain, 2d	C. G. & H. Coffin
Catawba	Ship	370	J	osiah C. Long	W. C. Swain.
Christopher Mitchell Daniel Webster Empire Harvest	do do do	40	HV	homas Sullivan lenry C. Bunker Villiam Upham Villiam H. Tico	Benjamin Collin G. & M. Starbuck & Co Rand & Paddock
	do	34	6 E	Benjamin A. Coleman	
Henry Laura Lexington Massachusetts Nauticon	Schoone Ship do	39	o i	David Bunker, 2d eth Nickerson, jr Charles A. Veeder	Field & Sanford Zenas Adams G. & M. Starbuck & Co
Norman	do	33		John J. Gardner Jeorge B. Folger Perry Winslow John C. Brock	Literation Triemarian
Richard Mitchell	Ship Schoon	. 3°	70	Robert McCleave William Baldwin	J. COOK, Jr., & CO
Zenas Coffin	Ship	. 3	38	Charles G. Arthur	C. G. & H. Comm
Provincetown, Mass. Belle Islo Cadmus John £.dams Louisa Medford Klenzi	do	e1 1	04 30 10 98 105	Cook Soper Freeman Young Dyer	R. L. Thatcher Samuel Cook Parker Cook
Edgartown, Mass.	1			Luce	Alex. P. Weeks Benjamin Worth
Alfred Tyler	Bark. Ship. do. Brig.		227 399 343 120	Codd. Crocker Adams	Ab'm Osborne
Fall River, Mass.				Can fford	Nathan Durfee
Sol Saltus	Ship .		316	Stafford	
Chilmark, Mass.				FD114 om	
Rodman	Brig .		83	Tilton	
Warren, R. I.			04*	Daggett	Charles T. Child
Dromo Franklin	Bark do		267 240	Barton	Samuel Barton
Hector	Ship		205 341	Barton	Coffin & Gardner
Luminary			439	Norton	
Millinoket	Bark Ship		186 455		R. B. Johnson Burr & Smith

H AND FISHERIES.

wing the returns of whaling-vessels

tain.	Managing owner or agont.
nton her hites yhew	Thomas W. Mayhow Lienry Wilcor. Alexander H. Corey. Henry Willcox Thomas W. Mayhew H. Willcox
sin,2d Long Sullivan Bunker Upham H. Tice	C. Mitchell & Co Benjamin Coflin
n A. Coleman ratt unker, 2d kerson, jr A. Veeder	
Gardner 3, Folger inslow Brock	
McCleave Baldwin G. Arthur	J. COOK, Jr., & CO
cook oper creeman Young	Parker Cook
Luce Codd Crocker Adams	Alex. P. Weeks Benjamin Worth Ab'm Osborne Calvin C. Adams
Stafford	Nathan Durfee
Tilton	
Daggett Bartou	
Cutler Barton	Comit to Cartage
Norton Martin Cleveland .	

	Da	ite—	Result	of vo	yage.	
Whaling- ground.	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	Remarks.
Indian Ocean Pacific Ocean do do do do	Apr. 3 Nov. 7 May 15 Oct. 28 June 4 Aug. 2	Sept. 1, 1850 Dec. 31, 1851 July 25, 1851 June 30, 1850 Apr. 1, 1849 June 22, 1849	600 475 1,000 250	Bbls.	Lbs.	Sent home 394 sperm. Sold 150 sperm at Lahaina. Third mate, Peleg M. Brownell, drowned August, 1850. Sold 150 whale at Bahia.
Pacific Oceando	Dec. 2 Lec. 11 May 19 Jan. 2 Oct. 27	June 16, 1852 Dec. 29, 1852 ————————————————————————————————————	1,050 2,023 230 1,847 1,446	66	2,500	Sold 35 sperm, 200 whale. Sold in California 1853. Sold to New Bedford. Captain Bunker came home sick. Sold to New Bedford. Sailed September 23; returned dismasted. Sold 150 sperm, 50 whale.
Atlantic Pacific Oceandododododododo	Nov. 10 Nov. 16 Sept. 12 Aug. 8 July 16 Nov. 7	Sept. 3, 1846 Jan. 22, 1855 Apr. 22, 1855 Mar. 27, 1855 Aug. 10, 185 Feb. 3, 185	1, 100	14	9 2 38, 000 5 1, 400	Sold 200 Jarrels with 1848 at Mattapoisett; sold to New Bedford 1853. Went to California—voyage broken up. Sold 30 barrels sperm, 40 blackfish.
dodo	Aug. 31 June 15				53	was sold. Sold to New Bedford 1853. Sort home some oil, and was sold in Cali-
North Atlantic Atlanticdodododo	Feb. 17 Δpr. 10 Mar. 13	Aug. 4, 186	18 36 18 20 18 27 18 16 18 28 48 28	0 0	10	
Pacific Ocean Pac. & N. W do Atlantic	Aug. 1	6 Apr. 25, 18	53 30 51 10 51 1, 9	00 2.6	200 1, 00	00 Sent nome 6,000 pounds bone.
Indian Ocean						Took 600 barrels sperm and whale; was condemned at Sydney August, 1850; aft- erward went whaling from there; finally last on the Ferice Islands 1852.
Atlantic Indian Ocear Pacific Ocear	Oct. 1	1 Aug. 29, 16	353 6	60 315 32	120	Sold to New Bedford 1852; sent home 30
Indian Ocean Pacific Ocean	May	3 Apr. 22, 19 May 3, 19	850 852 1, 6	000		seprm. Sent home 91 sperm. Sold to New Bedford 1853; repaired and renamed Gazelle.
N. W. Coast. Indian Ocean N. W. Coast.	n Dec.	9 Jan. 27, 1	852	862	254 5,	sold to Providence 1855. Added 1848. Added 1848. Barber Sag Harbor 1847: sold at Sa

Table showing returns of whaling-ressels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1848. Newport, R. I.	Ship	373	Fales	J. S. Munroe
Margaret	թուր	011		
Wm. Lee	do	31	Lee	do
Lynn, Mass. Com. Preble	Ship	32	Lamphier	Andrews Breed
Somerset, Mass. Pilgrim	Bark	. 13	Clark	George B. Hood
Mystic, Conn. Hellespont	do	36		I. & W. P. Randall Geo. W. Ashley & Co I. & W. P. Randall Charles Mallory
Romulus	do do Schoon	. 2	6. Hull	I. & W. P. Randall G. W. Ashley & Co
Stonington, Conn.	Chin	1	Hathaway	John F. Trumbull
Cabinet			Barber Pendleton	F. Pendleton
Prndent	Bark.		39: Nash Brewster	J. F. Trumbull
Cold Spring, Conn.	an 1-		370 Mulford	John H. Jones
N. P. Tallmadge Splendid Tuscarora	Ship do		47 Fordham 37! Leek	do
Greenport, N. Y.	Ship .		314	Ireland, Wells & Car penter.
Nile Philip 1st Washington	do . do .		407 290 231 — Woodruff	Wiggins & Parsons
New London, Conn. Benj. Morgan Brooklyn Clematis Columbus	Ship do do Brig		407 — Chappel	Williams & Barnesdo
Catharino Dover Exile Gen. Williams Garland Gen. Scott Isaac Hicks Montezuna Now England Peruvian Superior	do do Scho Ship Scho Bark Ship do do	oner	Green Gree	Benjamin F. Brown E. V. Stoddard Williams & Barnes Weaver, Rogers & Co Miner, Lawrence & C Williams & Barnes Miner, Lawrence & C E. V. Stoddard
Sag Harbor, N. Y. Columbia	Barl		285 —— Sweeney —— 355 —— Winters —— Lowen —— Hunting ——	Huntting Cooper

aptain.	Managing owner or agent.
ales	J. S. Munroe
.00 00,	do
amphier	Andrews Breed
Clark	George B. Hood
Manwarring Clift Kenney Baker	I. & W. P. Randall Geo, W. Ashley & Co. I. & W. P. Randall Charles Mallory
l Benjamiu Oat	do I. & W. P. Randall G. W. Ashley & Co
Hathaway Barber Pendleton	John F. Trumbull Charles P. Williams F. Pendleton
Nash Brewster	J. F. Trumbull
Mulford Fordham	John H. Jonesdodo
- Woodruff	Ireland, Wells & Carpenter. do
	Wiggins & Parsons
- Chappel - Jeff ey - Bellows - Andrews	
- Green	Thomas Fitch, 2d Benjamin F. Brown E. V. Stoddard Williams & Barnes
- Harris - Rice - Biogiamin - Wilcox - Brown - Sloan	Weaver, Rogers & Co Miner, Lawrence & Co Williams & Barnes Miner, Lawrence & Co E. V. Stoddard B. F. Brown
Sweeney Winters Lowen Huntting	John Rudd

	Da	Date-		of voy	age.	
Whaling of arrival.		Sperm-oil.	Whale-oil.	Whalebone.	Remarks.	
Indian & N. W	June 17 Mar. 22	Nov. 10, 1851	Bbls.	Bbls.	Lbs.	Added 1818 from New Bedford; lost on Society Islands February 27, 1859; had 2,400 whale; two of the crew lost; oil, about 1,800 barrels, sent home.
Pacine Ocean .	Mai. 22					
Indian Ocean	Sept. 23	Apr. 26, 1851	120	2, 600	25, 000	
Indian Ocean	Aug. 7	May 3, 1849	140			Sold for California 1849.
Kamschatka Falkland Islds N. W. Coast	Apr. 22	Apr. 8, 185 Feb. 26, 185 Apr. 28, 185 Mar. 10, 184	20 20 80	2, 389 2, 554	15, 000 218, 000 324, 700	Bought from Sag Harbor 1842. The Robin Hood took her oi! from the wrock of the freight-ship Carmelita, and was proceeding on her voyage, but sprung a leak and returued.
do I do Falkland Islds	. Aug. 1	Jan. 19, 185 Jan. 28, 185 Feb. 26, 185	1	0 2,30 1	0 12,000	Sent home 17,500 pounds bone. Added 1848.
N. W. Coastdododo	July 2	June 3, 18	50		14 21, 700 15, 000 10 30, 000 20 21, 000	rels of oil, November, 1849.
N. W. Coastdoludian & Pacif	Oct. 2	8 Mar. 15, 18		2, 7 3, 4	00 38, 00	Bullt 1836. Condemned at Sydney March, 1851; had 2,000 whale; shipped it to London.
	Oot	June 3, 18	51 \$	1, 3	34 5, 80	0.0
N. W. Coastdo		Mar. 22, 18 Mar. 27, 18 May 12, 18	351 351 351	3, 0 2, 2 17 17	000 200 22, 00 536 22, 00	Sent home 22,656 pounds bone. Sent home 3,000 pounds bone; sold to Sag Harbor 1851.
Chili & N. W do N. W. Coast. Atl. & Ind	July Oct.	Apr. 8, 16 10 May 7, 16 Mar. 21, 1	351 351 351	75 2,	325 8 , 3 440 17 , 0 350	00 Sent home 33 sperm. Sent home 135 sperm. Sent home 13,600 pounds bone. Mate died 1850; condemned at Johann September, 1850.
Ind. & N. W Chili & N. W Desolation I N. W. Coast	Aug.	5 Mar. 23, 1 14 July 3, 1 1 May 17, 1	851 853 851	50 3, 283 3,	300 25 , 0 550 260 314	Sent home 335 sperm, 32,000 bone. Garland lost on Desolution 1848.
Ind. & N. W Chill & N. W S. A. & N. W Ind. & N. W Desolution I Ind. & N. W	sid Aug.	16 Feb. 13,	850	35 3,	800 22, 0 70 34, 0 000 150 30, 0 900 6, 0 767 29,	Added 1848 sent home 43 sperm.
N. W. Coastdo do South Atlax	July	12 May 17, 13 May 13, 10 Sept. 13, 5 Sept. 2,	1851 1850 1850 1850	95 2 190 120 1	237 14, 700 35, 210 3, 050 3,	500 000 Sent home 160 sperm; withdrawn 1850. 000 Sold for California 1850. Sent home 100 sperm, 5,000 pounds bone.

Table showing returns of whaling ressels

				Managing owner or	
Name of vessel.	Class.	Captain.		Managing owner or agent.	
1848.					
Sag Harbor, N. Y Continued.				Charles T. Dering	
Noble Ontario, 2d Washington Wm. Tell	Bark Ship do	273 489 340 370	Glover Paine Drake Taber	Post & Sherry Huntting Cooper Thomas Brown	
New Suffolk,	Bark	227	*************	Ira B. Tuthill	
1849.	1				
New Bedford, Mass. Arabella	Ship	367 V	Vm. Maxfield	Chas. R. Tucker & Co	
BalænaBenj, Tucker Braudt Callso Callso California Caroline.	do	364 -	— Dexter	C. R. Tucker & Co Alexander Gibbs Henry Taber & Co I. Howland, jr., & Co William Gifford	
Charles Drew	do	. 344 -	Carey		
Canton Packet C. W. Morgan Charles Chaee Cloero	do Bark	351 290 153	Howland Sampson Manchester Ricketson Fox	Barton Ricketson	
Cortes	Ship do	339 295 274 347 366 291 365	Cromwell Cleveland Mendull John A. Beckerman Luce Charles Little Ewer Swift Crosby Pottor Hazard	Hathaway & Luco. Edward C. Jones. T. & A. R. Nye. Thomas Knowles & Co. E. C. Jones. William J. Rotch. Charles Hitch E. W. Howland.	
Fagte Exchange Falcon Formosa Franklin Fabius Gariand	Shipdo	273 450 273 434	Smith	O. N. Swift John P. West C. R. Tucker & Co Rodney French	
Herald Heroules Hecla Hibernla Honqua	do do Bark. Ship	335 207 327	Besse Baker Brown	J. Perry T. Knowles & Co. Robert Gibbs. Alex. Gibbs.	
J. E. Donuell Lewis Mary Frazier Maria	Bark. Ship .	308	Clement	A. H. Howland	
Milo	Ship Bark Ship	19:	Allen	James Slocum	

showing returns of whaling ressels

tain.	Managing owner or agent.
ver ne ke	Charles T. Dering Post & Sherry Huntling Cooper Thomas Brown
	Ira B. Tuthill
deld	Chas. R. Tucker & Co
xteroodoneywell	J. & J. Howland
owland nipson anchester leketson	I. H. Bartlett & Son Edward M. Robinson Lemuel Kollock Barton Ricketson Lemuel Kollock
romwell leveland lendall Beckerman uce Little	George Howland
wer wift rosby otter Iazard	William J. Rotch Charles Hitch E. W. Howland J. Perry Thos. Knowles & Co
mith	Rodney French
Stevens Fisher Besse Baker Brown	T. Knowles & Co Robert Gibbs
Bennett Clement Hagerty Movers	Swift & Allen I. H. Bartlett & Son. A. H. Howland Sam'l W. Rodman
Sowle Allen Willis	James Slocum D. R. Greene & Co

	1	ate-	Result	of vo	yage.	
Whaling cit ground.		Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	Remarks.
South Atlantic N. W. Coast Chili & N. W N. W. Coast	Sept. 12 Aug. 7 June 3 Sept. 1	May 13, 1850 Apr. 30, 1850 May 3, 1850 Mar. 30, 1851 Nov. 12, 1840	60 80	2, 000	Lbs. 6, 000 30, 000 20, 000 25, 000	Sent home 5,000 pounds bone.
Japan Sea	Dec. 30					Bought from Sag Harbor 1849; sailed Oc- tober 17; returned December 6, leaking 2,000 strokes in 24 hours; lost in ice near East Cape 1851.
Pacific Ocean N. W. Coast Indian Ocean New Zealand Pacific Ocean North Pacific New Zealand Pacific Ocean Atlantic Indian Ocean Pacific Ocean Sorth Seas Indian Ocean Pacific Ocean Sorth Seas Indian Ocean Pacific Ocean Sorth Seas Indian Ocean Pacific Ocean Local Reside Ocean Local Reside Ocean Local Reside Ocean Local	July In Nov. 20 Oct. 11 Aug. Nov. 12 Dec. 2 Jane July 5 Apr. 1 Sept. 1 May May May May May May May May May Ma	28 July 4, 18 5 May 27, 18 5 May 27, 18 5 May 27, 18 5 May 27, 18 6 18 3 Apr. 90, 18 19 19 19 19 19 19 19 19 19 19 19 19 19	51 17 52 1,08 52 1,08 53 64 54 4 55 1 52 5 53 1,1 53 1,1 53 1,1 85 1 85 1 85 1 1,1 85 1 1,1	91 2, 3, 3, 5, 1, 5, 2, 1, 6, 8, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1,	6 39 41 1, 200 777 95 44, 50 90 16, 00 16, 00 16, 00 737 44, 0 908 2 149 9, 0 583 3, 4	Sent home about 20,000 pounds hone. Sent home 100 whale. Sold 150 sperm, 300 whale; sent home 30,295 bone. Lost at Honolulu October 22, 1250; had 1,309 whale, 10,000 pounds bone; saved 600 barrels whale, sent home 11,600 bone. (Sent home 134 sperm, 282 whale, 11,500 bone. Lost 1851; sent home 100 sperm. Captain Fox came homes sick 1852; Captain Churchill died at Hosolulu October 30, 1252; shipped 440 sperm, 40 whale, 10,200 bone to London from Hobart Town; sent home 198 whale, 4,898 bone. Sent home 98,000 bone. Sent home 90,700 bone Sent home 100 sperm. Sent home 100 sperm. Sent home 100 sperm. Sent home 100 sperm.
Indian Ocean Pacific Ocean Japan Sea Pacific Ocean Japan Sea Indian Ocean Japan Pacific Ocean Japan	n. Oct. Oct. Oct. Oct. Oct. Oct. Oct. Oct	23 Apr. 13, 1 4 Apr. 23, 1 25 Mar. 21, 1 25 Mar. 21, 1 25 July 1, 1 26 July 1, 1 27 May 30, 2 27 May 30, 2 28 July 31, 3 29 Dec. 4 29 Apr. 5, 4 20 May 28, 29 Apr. 5, 4 20 Apr. 7, 20 Apr. 9, 20	854 1, 851 851 853 1, 853 1851 1853 1852 1853 1853 1853 1853 1853 1853 1853 1853	892 69 2, 700 44 2 802 57 3 , 305 242 , 006 329 193 1, 263 177	107 13, 6 757 40,	Sent home 26 sperm; 10,000 pounds bone. Captain Hazard ded at 8t, Thomas April, 1850. No oil. Sent home 40 sperm; 20 whale, 40,000 bone. Lock near Woosung February 15, 1870. Vyage abandoned; went into California trade temporarily. Sent home 169 sperm. Sent home 199 sperm. Sent home 199 sperm. Sent home 191 sperm. Sent home 191 sperm. Sent home 190 sperm. Sent home 191 sperm. Sent home 191 sperm. Sent home 191 sperm. Sent home 191 sperm.
Indian Oce	Au De	y. 5 Aug. 15 ng. 16 July 20 c. 28 Aug. 24 pt. 5 May 18	1851	330 331 796 276	2, 826	Sent home 32,400 bone.

Table showing returns of whaling-vessels

Name of vessel.	Class.	Товивре.	Captain.	Managing owner or agent.	
1849.					
New Bedford, Mass Continued.					
Mt. Wallaston Newton Ocean Paulina Peri Phocton	Bark Ship Bark do Ship	325 - 283 - 349 - 271 - 191 - 266 -	Barker Watson Driggs Tatch Russell Nichols	Abraham Burker. Jona. Bonne, jr. J. R. Thornton Swift & Allen R. French J. R. Thornton.	
Pantheon	Bark	271 - 240 -	Worth	J. Bourne, jr L. Kollock	
Rebecca Simms Roscoo Robert Edwards Rousseau Saratoga	Ship Bark Ship do	35f ·	Jernegan Gorham Burgess Taler Harding	J. Bourne, jr J. & J. Howland Geo. Howland	
Swift Smyrna st. Peter Susan Superior Triton, 2d Uncas Warerly Young Phenix	Bark Ship Barkdo Shipdo dodo	261 261 27: 315 41	Vincent Tobey Almy Howland Luce Sands Edwards Neill Isaac B. Thompkins.	Richmond & Wood J. B. Wood & Co A. H. Howland J. B. Wood & Co C. R. Tucker & Co A. H. Howland I. Howland, jr., & Co	
Fairhaven, Mass. Ansel Gibbs Arab Columbus George Java	do	331	Worth Braley Crowell Marston Thompson	Gibbs & Jenney Rauben Fish	
John A. Robb Leonidas	do	97: 24.	Wimpenny Gifford		
OregonSam. Robertson	do	33! 421	Wimpenay Washburn	L. C. Tripp	
Mattapoisett, Mass. Elizabeth	Barkde	21: 164	Flanders		
Westport, Mass. Barclay Champion Dr. Frauklin Mattapoisett President	do	20!	King Gardner Gifford Wing Sowie	Job Davis	
Theo. Chase	do	. 168	Pardon Macomber	Henry Wilcox	
Dartmouth, Mass.	Ship	. 111	Baker	A. R. Tucker	
Nantucket, Mass. Edward Carey	Shipdo .	350 313 343	1 Thomas Comu, zu.	Barker Burnell	

ISH AND FISHERIES.

ole showing returns of whaling-vessels

aptain.	Managing owner or agent.
Barker	Abraham Barker
Worth	J. Bourne, jr L. Kollock
Jernegan Jorham Burgess Paper Harding	J. & J. Howland Geo. Howland Abraham Ashley
Vincent Tobey Almy Howland Luce Sands Edwards Neill B. Thompkins	C. R. Tucker & Co A. H. Howland I. Howland, jr., & Co
Worth Braley Crowell Marston Thompson	Gibbs & Jenney E. Sawin Gibbs & Jenney Rauben Fish Atkins Adams
Wimpenny	L. C. Tripp
Wimpenay Washburn	I. C. Tripp
Flanders	R. L. Barstowdo
- King Gardner Gifford Wing Sowle on Macomber	Job Davis Freeman Lawrence A. Hicks
	A. D. Woodson
nd Phinney nas Coffin, 2d ert S. Ray	C. G. & H. Coffin Barker Burnell

	Da	te-	Rest	it of	voyag	6.	
Whaling- ground.	Of arrival.	Sperm-oil.	Whale-oil	Whalebone.		Remarks.	
Japan Pacific Oceando Indian Oceandodododododododo Pacific Oceando Pacific Oceando	July 16 July 7 Dec. 2 May 7 Dec. 2 May 7 Nov. 17 Oct. 3 May 96 Aug. 4 Oct. 16 May 15 June 1 May 9 Sept. 5 June 25 Dec. 27 Oct. 17 July 24 Nov. 29 Nov. 23 July 20 July 9 Nov. 24 July 24 July 24 Apr. 2 Apr. 2 July Aug. 2 Apr. 9 June 1 June 1 June 2 July Aug. 2 Apr. 9 June 2 Apr. 9 June 2 July Aug. 2 Apr. 9 June 1 June 2 July Aug. 2 Apr. 9 June 2 June 2 Dec. May Aug. 1 June 2 Dec. 1 June 2 June 2 Dec. 2 Dec. 2 Oct. 1 July Aug. 2	Sept. 11, 18 Sept. 15, 18 Sept. 15, 18 Sept. 15, 18 1 h'y 1, 1- 1 May 16, 18 3 July 29, 18 3 July 6, 16 5 Apr. 24, 16 7 Sept. 25, 10 June 3, 10 1 Sept. 1, 13 3 Aug. 4, 1 2 Jun. 18, 1 3 Aug. 2, 1 4 Aug. 22, 1 26 3 Sept. 3, 3	1, 31 1, 00 1, 38 1, 00 1, 38 1, 00 1, 38 1, 00 1, 38 1, 30 1,	92	210 185 607 21 31 821 125 33 1, 295 33 1, 295 34 85 31 85 31 85 31 85 31 85 31 85 31 85 31 85 31 85 31 85 31 85 31 85 31 85 31 85 85 85 85 85 85 85 85 85 85 85 85 85	7, 200	Sent home 300 sperm. Sent home 200 sperm, 700 whale. Sent home 13,750 pounds bone. Charles Cushing, third mate, and one man drowned at Toubez 1852. Condemned at Mauritins 1851; had 575 sperm, 75 hump; shi-ped it to London. Sent home 37 sperm. Second mate died 1850; sent home 500 whale, 30,882 bone. Sent home 240 sperm. 40 barrels were humpback. Sent home 218 sperm.
Pacific Oceadodo	n . Oct.	8 Nov. 12, 12 July 20,	1853	1, 13: 1, 81:	5		Thetamod July 30 with Captain Ray sick

Table showing returns of whaling-ressels

Name of vessel.	Class.	Tonnage.		Captain.	Managing owner or agent.
1849. Nantucket, Mass.—Continued. Yavigator	Ship do do Brig	363	Char	ge Palmeres C. Russell les Granten F. Starbuck	M. Croaby Joseph Starbuck L. & P. Macy
Fall River, Mass.	Ship	330		- Dimon	J. W. Lindsey
Falmouth, Mass. Com. Morris.	Ship	350	Lew	is H. Lawrence	Oliver C. Swift
Provincetown, Mass. Allstrum Belle Isle. Council. Cadmus Chanticleer E. R. Cook Fairy Jane Howes John Adams Lewis Bruce Louisa Modlord Parker Cook Rienzi. Robert Raikes. Sam. Cook Shy'ock Beverly, Mass. Gem Quincy, Mass. Caracoa. Yarmouth, Mass. March.	Schoone Brig Schoone do Bark Schoone do Brig	103 100 130 130 130 130 130 130 130 131 141 144	22	Genn Nickerson Soper Nickerson Young Cook Ryer Cook Snow Sunw Hersey Small Prior Weeks	Ebenezer Cook R. L. Thatcher Samuel Cook Parker Cook Oo. A. Cook Ephraim Cook F, W, Choate
Warren, R. I. Benj, Rush Bowditch. Covington Hoogley Mary Frances	do .	3 2	85 96 51 91 -	Swan Waldron Devoil Morse Smith	S. P. Childand Jas. Col S. P. Child do John R. Wheaton S. P. Smith
Stonington, Conn. B. Williams Cincinnati George Nowark Philetus Tybeo United States	ShipdoBarkShipBark	3	100 157 151 190 276 290 244	Hancox Williams Pendleton Dickens Stevens Barber Barnum	John F. Trumbull
Lynn, Mass. William Badger	Ship		337 -	Perkins	Andrews Breed
Providence, R. I.	Ship		298 -	Nichols	Lloyd Bowers
Mystic, Conn.	Ship		265 268	Guyn	Charles Mallorydo

SH AND FISHERIES.

le showing returns of whaling-vessels

aptain.	Managing owner or agent.
Palmer C. Russell Grant F. Starbuck	M. Croaby
Dimon	J. W. Lindsey
H. Lawrence	Oliver C. Swift
Genn	
Nickerson	Samuel Soper
Soper Nickerson	Ebenezer Cook.
Young Cook Ryer Cook Snow Swift Atson Hersey	Samuel Cook
- Small	F. W. Choate
- Prior	
_ Weeks	Silas Baker
Swan Waldron Devoll Morse Smith	S. P. Child and Jas. Coffii S. P. Child do John R. Wheaton S. P. Smith
Hancox Williams Pendleton Dickens Stevens Barber Barnum	C. P. Williams F. Pendleton & Co. C. P. Williams J. F. Trumbull John F. Trumbull John F. Trumbull do
Perkins	Andrews Breed
- Nichols	Lloyd Bowers

	1	late-	Resul	t of vo	yage.	
Whaling-ground.		Sperm-oil.	Whale-oil.	Whalohone.	Remarks.	
Pacific Ocean	Aug. 27 June 5 Aug. 7 Apr. 7	June 19, 1854 Oct. 3, 1853 May 10, 1853 July 27, 1850	Bbls. 837 696 1, 976 30	25		Sold and sent home 60 barrels.
Pacifie Ocean	Nov. 3	May 11, 1852		2, 525	15, 000	Sent home 400 whale, 30,569 pounds bone.
Pacific Ocean	Aug. 13	Aug. 19, 1853	1, 860			
Atlantic Allantic do do do do do do do do do d	Feb.	Oct. 16, 1848 Sept, 1848 Sept. 11, 1845 Auly, 1846 Aug, 1846 Sept. 13, 1846 Sept. 28, 1846 Oct. 30, 1846 Sept. 30, 1846 Sept. 30, 1846 Sept. 7, 1859 Oct. 1866 Sept. 17, 1859 Oct. 16, 1859	240 210 210 60 200 160 100 288 100 110 110	50 20		Withdrawn 1850.
Atlantic	Apr. 1	Oct. 21, 185	6	0		Sent home 240 sperm.
Atlantio	May 1	Sept. 29, 184				Withdrawn 1850.
Atlantic	Apr. 1	Aug. 4, 185	7	0 3	0	The 30 barrels were blackfish; sold 1850.
Pacific Ocean . Japan	Sept. 1 July 2 Ang. 1) Mar. (, 100	3 11	3 1,01	4 0 17, 000 8 7, 600 2 8, 900	Sent home 15 sperm, 22,370 pounds bone Sent home 1,000 whale, 32,915 pounds bone Added 1848.
Indian Ocean . N. W. Const	Oct. 1 Aug. Jan. Oct. 1	2 Apr. 2, 185 6 Aug. 7, 185 1 Aug. 3, 185 1 Apr. 26, 185	1 15	1, 75	9 31, 000	Condemned at Mauritius October, 1850.
Indian Ocean .	Sept. 1	5 May 11, 18	3 1, 4	84		Sold 1853.
Pocific Ocean .	Dec.	2 Oct. 23, 18	1, 8	76		
Indian Ocean Ind. and N. P. 30	June Oct. July	23 May 31, 18 12 May 3, 18 11 Mar. 27, 18	52 51 1 51	59 1, 9° 52 1, 6° 3, 2°	71 32 25, 00 63 44, 20	Sent home 31,000 pounds bone.

Table showing returns of whaling-vessels

Name of vessel.	Class.	Toungy.	Captain.	Managing owner or agent.
1549.				
New London, Conn.	Ship	410 C. S	Strong Holt	Williams & Barnes
thas. Inck Warrior andace. Jement Ship	231 310	Lyon Bahooek Walker Hane Slate Chapel Forayth Noorie Gray Mkinner Morgan Chappell Pendleton Harris Fournier Graham	Perkins & Smith Williams & Haven do Miner, Lawrence & Co Perkins & Smith Co Williams & Haven Perkins & Smith Benjamin Brown Sons Miner, Lawrence & Co. E. V. Stoddard Perkins & Smith Williams & Haven Weaver, Rogers & Co. Williams & Barnes Ireland, Wells & Cai penter. David G. Floyd	
Sag Harbor, L. I.	do	265 -	French	Mhamas Brown
Cold Spring, N. Y. Alice Huntsville Shedield 1850.			Smith Smith Roya	do
New Bedford, Mass.	Ship .	400	Norton	Abraham Barker
Abraham Barker	do .	329 464	Charles P. Seabury.	Tohn A Parker & Se
Amethyst Ann Alexander Andrews	do	253	James L. Nye	George Howland
Beris Barclay Brighton	do Ship do	281 354 470	T Allon	William G. E. Pope Perry & Tillinghast
Canton Chas. Frederick China City Courier Clarico Condor Cornella Coral Columbus Champlou	do do do do Barl Shir	351	Haskins C. Reynard. Henry Eldridge. C. Howland. Gifford. Kempton. Devoll E. P. Sherman.	William Philips Abm. H. Howland O. & G. O. Creckor Edward C. Jones C. W. Morgan Lemuel Kollock Glideon Allen William R. Rodmai J. D. Thompson
		k 25	Slocum	Charles Hitch
Cossack	Bar	M 1 113		Isaac B. Richmond

SH AND FISHERIES.

to showing returns of whaling-resselv

rptain.	Managing owner or agent.
g Helt	Williams & Barnes
syon. salezek Voltker ane sale Perkins & Smith Benjamin Brown Sons Miner, Lawrence & Co.	
Graham Weld	Ireland, Wells & Carpenter. David G. Floyd
French	Thomas Brown Huntting Cooper
Smith Smith Roys	
- Norton	Abraham Barker I. Howland, jr. & Co William O. Brownell
les P. Seabury.	- A Dealers & Son
– Howes – Deblois es L. Nye	George Howland
nell — Taber — Weaver Devoll	Benjamin B. Howard Henry Taber & Co. James D. Thompson William G. E. Pope Perry & Tillinghast
Llen Haskins Haskins Reynard Reynard Gifford Gifford Kempton Devoll P. Sherman Carr Seph Bailey	Adm. 1. O. & G. O. Cricker Edward C. Jones C. W. Morgan Lemuel Kollock Gideon Allen William R. Rodman J. D. Thempson
Slocum	Charles Hitch

	Da	ite	Remult	of voy	raye.	
Whaling- ground.	Of appling.	Of aprival.	Sperm oil.	Whale-ail.	Whalebene.	Remarks.
N. W. Coast	Oct. 9		Bbls.	Rbls.	Lbs.	Lost on a reef near Cape North July 15, 1851; shipped home 200 sperm, 4,500 whale.
Desolation Tald Ind. and N. P	Sept 1 Oct. 11 July 11 July 11	Apr. 29, 1851 May 10, 1851 Mar. 15, 1851 May 10, 1851	41- 97 (r)	877	21, 000 37, 200	Sent home 28,131 pounds bone.
Desolation Isld North Pacific . Isdian Ocean Desolation Isld	Sept. 7 Aug. 15 Sept. 7	Apr. 27, 1854 Mar. 23, 1854 Nov. 6, 1851	797	183	11, 000 12, 800	Sent home 3,315 whale, 37,049 bons.
Ind. and N. P. N. W. Coast. Desolation &c Vavis Straits. Ind. and N. Pdo N. W. Coast	Sept. 6 Aug. 22 Sept. 7 Mar. 3 June 20 Aug. 7 Aug. 9s	May 10, 1851 Mar. 21, 1851 Mar. 23, 1851 May 10, 1851 Oct. 16, 1840 Mar. 26, 1851 Mar. 26, 1851 Mar. 23, 1851	100 170	2, 630 8, 470 600 2, 700 2, 900	14, 200 12, 000 34, 000 40, 000	Sent home 27,000 pounds bone.
Pacific Ocean	Ang. 91	Apr. 20, 1850		1, 604	20, 800	Sent home 450 whale, 20,719 bone.
N. W. Coast		May 14, 1851		9, 571	39, 100	Added 1846.
South Atlantic North Pacific .	Oct. 12 Oct. 12	June 4, 1854 Oct. 11, 1859	195	1, 47	15, 000	Sent home 50 sperm, 577 whale, 5,350 bone. Sent home 90 sperm, 11,994 pounds bone.
Arctic Behring Straits Whalling & Cal	Oct. 26	Mar. 23, 1851 Mar. 21, 1851 Jan. 24, 185		3, 35	0 25, 000 6 45, 000 2 36, 900	a contract to a contract to bond to
North Pacific .	Sept. 10	Mar. 14, 185	3 8		6 22, 000	
do	Sept. 91 Sept. 10	June 13, 185	3		4 15, 500	Sent home about 10,000 pounds bone. Added 1850; formerly in California trade; crushed by the ice in Anadir Sea 1851.
Pacific Oceandodo	June 1					Lost 1851; sunk by a whale; sent home 145 aperm. Built 1850; Captain Nye and two men killed by a whale December 29, 1852;
Indian Ocean	June 4	May 25, 185	3 93			Bought from Boston 1850.
Atland Ind . North Pacific	Oct. 9	June 1, 185	4	79	91 4, 00 14 5, 00	sperm, 947 whate, 17,990 pounds bone.
do	Oct	Apr. 1, 183	52 1	19 2, 9	46 60	
Pacific Ocean North Pacific do Pacific Ocean	Sept. 2 Oct.	4 Mar. 3, 18; 1 Mar. 13, 18; 7 July 16, 18;	56 6	78 1, 8 15	22 26, 70 00 10, 00 26	00 00 Built 1850; sent home 18,329 bone. Sent home 621 sperm.
North Pacific Indian Ocean Indian Ocean	Jan.	0 Aug. 26, 18	53 9 53 5	54 1, 5 47 9	63 11, 10 70 2, 26 27 23, 30	Sent home 74 sperm, 173 whale, 17,600 bone,
North Pacific Pacific Ocean North Pacific	Sept. I	0 Apr. 6, 18 4 Sept. 27, 1≈	54 1	40	23, 30	Sent home 600 barrels sperm. Captain Bailey died at Hong-Kong February 27, 1852; sent home 175 whale, 3,500
do		8 May 10, 18		1	12, 9	00 Rought from Sippican 1850; sont nome 5.800 pounds bone.
Pacific Ocean	July 1	5 Oct. 94, 18	159 1	59	5	Sent home 360 sperm.

Table showing returns of whaling-ressels

Namo of vessel.	Class.	Товляде.	Captain.	Managing owner or agent.
1850. New Bedford, Mass.—Continued.				
Exchange	Bark	180	George W. Stewart.	Thomas Knowles & Co
Fortune	do	501	Hathaway	Gilbert Hatheway
Frances	Ship	34⊭	W. Swain, jr	Henry Taber & Co
Franklin	do	333 313 374	N. P. Baker Crouwell	William P. Howland William Gifford George Howland
Gideon Howland	do	379 650	James K. Turner	I Uowland, jr., & Co
Globe	do	479	Ass Taber	George Hussey
Globe Gov. Troup Harrison Harrison Harvest Hope Huntress	Bark Ship Bark Bark Ship	915 430 371 963 186 301	F. Coggeshall Hithaway Almy C. H. Robbins George Gibbs	Ingalls & Lucas Edw. C. Jones Gilbert Hathaway Swift & Allen William Watkins Robert Gibbs
Illinois	do	413		Wood & Nye
Iris	do Bark	311 198	Sherman Kendrick	E. C. Jonesdo
Jasper	do	923	Rotch	Alex. Gibbs
Joannette	Ship	346		Isaac B. Richmond T. Knowles & Co
Joseph Meigs	do	350		George Hussey
Junior	do	37		D. R. Greene & Co
Lagoda Laonidas Levi Starbuck	do do	23	B. S. Clark W. M. Ellison	Edw. W. Howland
Liverpool	l	30	R. T. Wyatt	Abm. Barker T. & A. R. Nye Swift & A'len B. B. Howard
March	Brig	. 9	Reynolds	William P. Howland .
Mary	Ship	. 128	Henry	. I. Howland, jr., & Co.
Mercator Metacom Marcella	Bark Ship	. 36	0 B nney	John A. Parker J. B. Wood & Co C. R. Tucker & Co
Midas Minerva Montpelier Montreal	Ship	. 39	G. Hazard	John R. Thornton
Monongahela	do	49	Jason Seabury	O. & E. W. Seabury .

ISH AND FISHERIES.

ible showing returns of whaling-vessels

Managing owner or agent, 'aptain.

e W. Stewart .

Hathaway ...

ain, jr

vell

ze Allen

kham

oodbridge azard Tucker erick Fish

Thomas Knowles & Co..

Gilbert Hatheway

Henry Taber & Co.....

William P. Howland ... William Gifford George Howland Lamb laker Crouwell

I. Gowland, jr., & Co... Jernegan K. Turber ...

George Hussey aber

Handy geshali Hathaway Almy Robbins e Gibbs

Ingalls & Lucas Edw. C. Jones Gilbert Hathaway Swift & Allen William Watkins. Robert Gibbs

Wood & Nye

E. C. Jones.....do Alex. Gibbs.....

Rotch Isaac B. Richmond..... T. Knowles & Co...... West.....

George Hussey

D. R. Greene & Co

Jona. Bonrne, jr...... Russell Maxield..... Edw. W. Howland

- Tobey..... Clark I. Ellison

y P. Barker.... er Taber.... Wyatt Abm. Barker T. & A. R. Nye..... Swift & A'lea B. B. Howard - Reynolds.....

William P. Howland . .

- Henry I. Howland, jr., & Co ...

John A. Parker...... J. B. Wood & Co...... C. R. Tucker & Co.....

J. B. Wood & Co William Gifford. John R. Thornton C. R. Tucker & Co

O. & E. W. Seabury n Seabury

ing..... Edw. W. Howland

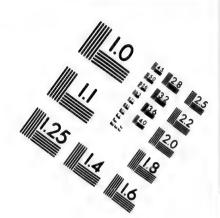
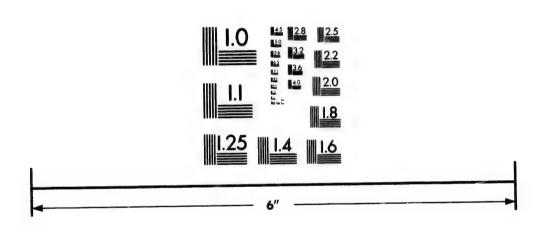


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	D	ate-	Result	of vo	yage.	
Whaling- ground. in the street of the street	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	Remarks.	
		'				
			Bbls.	Bbls.	Lbs.	A missing vessel; her fate was never
tlantic	May 18					known.
orth Pacific	Oct. 19	May 18, 1854	10:	2, 122	24, 00	Captain Hatnaway neu az terro vande, at June, 18-2; sold 100 sperm, 400 whale, at Valparaiso; sent homo 8,308 pounds bone. Sent home 133 sperm, 844 white, 12,678 bore; lost on Maugea Island 1853. Sent home 360 whale, 23,982 bone.
do	Sept. 4	T 1 . 10 105	124	2, 049		Sent home 366 whale, 25,992 bone.
do	July 15 June 13 Aug. 20	July 16, 1833 July 18, 1853 Oct. 29, 1853		2, 42	25, 40	Sent home 82 sperm, 6,993 home. Seized by convicts at Gallipagos Islands; recaptured by a Swedish trigate; sent home 25 sperm.
North Pacific .	Sept. 4 Aug. 15	Mar. 10, 185 Apr. 7, 185	4	3, 13 3, 20	32, 00 0,39, 70	Bought from New York 1850; formerly New York and London packet; took in all 6,290 whale, 95,000 bone; withdrawn 1854, Lost on East Cape (Behring Straits) Au-
do	Nov. 16					gust, 1851. Bought from New York 1850.
Pacific Ocean .	Sept. 9	Jan. 2, 185 May 7, 185	5 25 3 79	0 0	8 24, 8	6 Sent home to sperm.
North Pacific do	Dec. 1.	Apr. 20, 183	14 17	2, 5	13	Sent home 31; whale, 18,300 bone.
do Indian Ocean North Pacific	Aug. 1	May 7, 18	53 99	6		April 25, 1852; the crew suffered severely from cold; sent home 63 sperm, 585 whale,
		× 35 00 19	53	31 2, 6	57,32,9	10,800 bone. Bought from Sag Harbor 1850; sent home 8,352 bone.
do		1			73, 3,	9,352 bone. Lost in Mozambique Channel October 21,
It iian Ocean		8 Mar. 16, 18				1851; sent nome to special
Pacific Ocean	Feb. 2	6		ı		1 1853: 011 (850 8) erm) 8 11/17 40 11/10 home
North Pacific		1 Apr. 20, 18 Apr. 25, 18	54	17 1,	002 11, 639 25,	000 Bought from Sag Mar box
do	1			- 1	16	Pormetty in air
Pacific Ocean					959 16,	600 Captain Tinkham died at sea 3000 hone.
North Pacific		1 Apr. 21, 1	653	3: 2,	413 34,	506 Sent nome 309 sporm, 400 Waller,
Pacific Ocean	a Oct.	1 June 9, 1	854 4 853	R501	37 508 21	Bought from Nantucket 1850; sent home
North Pacific	0-4			15 1,	909 22	200 Sent Home 243 Sport Verk 1:50.
Pacific Ocea	n Aug.	15 May 18, 1	853 1, 853	15a 221 1,	29 151 16	30(Bought from Baltimore Town a whale 1852; sen
North Paciti					125 20	home 60 sperm, 913 whate.
Atlantic				65	932 40	25; guden 1000; man D. Foton died Ant
Indian Ocea	n June	1			9.3~ 40	26, 1853. Sent home 450 sperm, 588 bone.
Atl. and Ind North Pacif Indian Occ	lo July	1 May 9,	1853 1853 1852	***	, 146 i:	26, 1853. Sent bome 450 sperm, 588 bone. Sent bome 450 sperm, 588 bone. 400 Mate and boat's crew lost; fast to a whal 500 Captain Winslow died at Johanna July 1 1852.
North Pacif	Aug Aug	3 May 22,	1853 1	60 3	2, 060 2 2, 224 3 2, 250 2 3, 823 3	Sent home 55 sperm. 538 whale, 13,680 bor
do		1				160 Bought from Boston 1850; sent home sperm, 1,026 whale, 45,959 bone; to value of cargo, \$136,023.19 Bought from Philadelphia 1850; suppose to have been lost in the Arctic with on board 1853; sent home 83 sper
	1		Į.	- 1	1	36,200 bone. Shipped 3,834 pounds bone to Lendon.

Table showing returns of whaling-ressels

		-			
Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.	
1850.		1			
New Redford, MassContinued.		1		Swift & Allen	
Martha.	Bark	271	Chase	WHILE SE SELECTIONS	
Nassau New Bedford	Ship	408	Gray	Jirch Perry I. Howland, jr., & Co	
Ohio Oliver Crocker Outario	Bark Ship do	23° 350 366	William B. Cash Frederick Slocum	James B. Wood & Co David B. Kempton	
Osceola	Brig	15		William C. N. Swift	
Roman, 2d. Roscius Sally Auno St. George	Ship do do do do	31 40 28 31	0 J. Winslow 2 S. H. Andrews W. Hawes — Landra 5 Terry	Abm. Barker. William P. Howland. D. R. Greene & Co A. Barker. Rodney French Jona. Bourne. T. Knowles & Co	
	do		1		
Trident	do do	. 30	0 Fish	J. A. Parker & Son I. Howland, jr., & Co dodo	
Wm. Thompson	do	. 49		J. Perry J. Bourne, Jr	
Fairhaven, Mass.		1.	76 Snell	I. F. Terry	
Arab	Bark Ship		C. W. Gellett	Edmund Andn	
Atkins Adams	do Bark	. 4	30 — Fish	F. R. Whitwell	
HarvestLagrangeMarcus	do do Ship	2	14 —— Spooner 80 —— Hammond 86 —— Sherman	Lemuel Tripp	
Mary AnnOmegaPacific	do	. 3	135	Reuben Fish	
Pacific			336 F. M. Gardner	E. Allen	
William Wirt			387 Fisher	. Warren Delano	
Mattapoisett, Mass.				p r p-est-	
America Amaran Elizabeth Lagrauge Saruh Samuel and Thomas Willis	Bark		West	R. L. Barstow do Wilson Barstow R. L. Parstow	
Westport, Mass.		1	187 - main	Alexander H. Corey	
Barelay Gov. Carver Leonidas Mexico Platinu President Solui Th. Winslow	Beig do Bark do		167	Henry Wilcox John L. Anthony H. Wilcox Andrew Hicks do Henry Smith	

le showing returns of whaling-vessels

ptain.	Managing owner or agent.
1880·	Swift & Allen
hite	Jirch Perry L. Howland, jr., & Co
B. Cash k Siocum	Cook & Snow
faxam	William C. N. Swift
rippdowdowdows.cesdorews.cesdorekesdorekeydockleydoc	Abm. Barker. William P. Howland D. R. Greeno & Co A. Barker Rodney French Jona. Bourne T. Knowles & Co
Taber Fish	J. A. Parker & Son I. Howland, jr., & Co dodo
Jernegan Palmer	J. Perry J. Bourne, jr
Snell	I. F. Terry Edmund Allen
Fish Blackmer ce	William G. Blackler Nathan Church F. R. Whitwell
Spooner	Jabez Delano, jr William G. Blackler Lemuel Tripp
Dallman Fisher	L. C. Tripp N. Church Reuben Fish
Jardner	E. Allen
Fisher	Warren Delano
West Phinney Dexter Flanders Mayhew Lambert Briggs	R. L. Barstow Seth Kreeman R. L. Barstow do Wilson Barstow R. L. Barstow do do
Tripp	John L. Anthony H. Wilcox Andrew Hicks

	D	ate-	Result	of vo	yage.	
Whaling- ground.	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	Remarks.
New Zealand	May 18	Nov. 20, 1853	Bbls. 1, 616	Bbls.	Lbs.	Bought from Newport 1849; second mate killed by a whale July, 1853; shipped 7.5 whale, 700 pounds bone to Lordon from Hobart Town; sent home 83 whale, 108 sperm.
North Pacificdo	Oct. 1 Aug. 12 Sept. 4	July 10, 1854 July 6, 1854 Apr. 21, 185	1, 40	5 3	311,000	Sent home 22 sperm. Lost on Fox Islands Jure, 1851; four of her crew lost. Bought from Phila?elphin 1850. Built 1850 at Mattaposett. Bought from Sag Habor 1850; sent home 275 sperm, 588 whale, 35.000 home. 275 sperm, 588 whale, 35.000 home.
Atlantic North Pacific Ocean North Pacific Ocean do do do do do	Aug. 1 June 3 Nov. 26 Sept. 4 Aug. 16 Nov. 2	May 11, 185 Jan. 2, 185 May 8, 185 May 18, 185 May 21, 185 Apr. 4, 185	4 36 4 96 3 2 3 3	18 1, 4 60 1, 8 1, 4 69 5 1, 5	7, 400 25 16, 000 46 18, 60 12 18, 90 20 18, 00 94 8 30 17 32, 00	Sent home 325 sperm on the voyage. Sent home 4,996 bone. Sent home 137 sperm, 84 whale. Sent home 137 sperm, 84 whale. Sent home 662 whale, 14,400 bone. Sent home 993 whale, 13, 49 bone. Owned in Savannah, Georgia; sent home 368 sperm, 1,177 while, 13,150 bone.
dododododo	Oct. 2 Aug. 2 June 2	May 1, 18	53 1, 6	2, 1	92 50 39 3, 90 557 35, 8	Sent home 80 sperm, 1,440 whale, 35,212 sont home 80 sperm, 1,440 whale, 35,212 bone.
Indian Ocean	Ang.			1,	135 29, 0 970 16, 8	00 Sent home 32 sperm, 900 whale, 12,000 bone. 00 Built at Mattapoisett 1850; sent home 1,624 whale, 28,093 bone.
Pacific Ocea North Pacific	n Sept.	1 July 10, 1	854 1, 853 853	367 80 2, 84 2,	990 40, 0 21 31, 9	100 4484 whale, 41,00
Pacific Ocea North Pacifi	Dec. Dec. Nov.	10 Nov. 16, 1	853 853	556		Lost in the ice near East Cape September, 1853; saved 900 barrels oi; sent home 12,000 bone.
do to Paciño Oce	June	. 12	1854	115	057 3, 19 7,	Sent home 12t sperm, 270 whale, 5,936 bone. Sent home 12t sperm, 270 whale, 5,936 bone. Returned in consequence of i.luess of Captain Alden. Sent home 536 sperm, 150 whale; lost or Isle of Sol January 9, 1854. Soll to New Bedford, 1853; sent home 76
Atlantic	Apr May Dec Apr Au	Sept. 19, Oct. 7,	1851 1851 1852 1851 1852	305 360 140 510 422 449 321	2 6 6 15 15 15 2	sperm.
Indian Oc Atlantic . Pacific Oc	ean Ju Oc cean Ju	y 2 Sept. 2	1, 1851 1, 1851 1, 1852 0, 1853	330 602 400 244 1, 011 405 141 31	30 20	Added, 1850, from Fairhaven. The 30 barrels were blacklish Sent home 100 barrels oil. Bought from Mattapoisett 1849. Sent Lome 225 sperm.

Table showing returns of whaling-ressels

Name of vessel.	Class.	Toursec.	Cuptain.	Managing owner or agent.	
1850.					
Edgartown, Mass.	Ship	38	Edwin Coffin	Benjamin Worth	
Nantucket, Mass. Alpha American Apphla Maria Attautio Columbia	Ship do do do	34° 32. 260 321	Joseph Congdon Frederick W. Luce Hiram Folger Zenns M. Coleman William Cash	Hadwen & Barney R. F. Gardner John H. Shaw R. F. Gardner C. G. & H. Coffin	
Enterprise	do	41:	Charles B. Swain, 2d	E. W. Gardner	
Maria	do	36:	David Baker	J. W. Barrett & Sons	
Mohawk	do do do	350 361 350 354	Oliver C. Swain John M. Folger R'chard C. Gibbs Obed Cathoart	I. & P. Macy J. H. Shaw H. G. O. Dunham J. W. Barrett & Sons	
Paragon	Bark	300	Thomas Nelson	H. G. O. Dunham	
Tyleston	Brig Ship	111 304	Shadrach Gifford Samuel C. Wyer	Zenas Adams	
Dartmouth, Mass.	Ship	111	Briggs	A. R. Tucker	
Gov. Hopkins	onip	111	Drigge	A. It. I donot	
Provincetown, Mass. A. Nickerson Belle Isle G. Allstrum Cadmus Chanticleer Council E. Nickerson	Schoonerdo do do do do do do	108 104 106 117 87 100 131	Turner	J. H. Hilliard Ehenezer Cook. John Adaus Samuel Soper Samuel Cook. H. P. Higgins Enoch Nickerson	
Franklin	do	179	Soper	Samuel Soper	
Harriet Neal	Schooner	125	Bush	R. L. Thatcher	
H. N. Williams Jano Howes dohn Adams Lowis Bruce Louisa Metford Parker Cook R. E. Cook Hienzi Sam'l Cook Shylock Spartan Uuion Vesta Virginia Walter Ervin Walter K Willis Putnam	Brig Schooner Brig Bark Schooner Go Brig Schooner Brig Schooner Bark Go	113: 109: 107: 133: 109: 109: 111: 111: 190: 90: 90:	Young Freeman Young Freeman Young Young Young Dyer Cook Tyerson Handy Hersey Cook Smith Rich Morton Nickerson Tillson Tillson	R. Allstrum S. Cook Ephraim Cook do John Dunlap J. E. Bowley S. Cook Nathaniel Holmes Stephen Nickerson Jonathan Nickerson Philip S. Rich Winson Stow Atkins Nickerson Henry Cook	
Holmes' Hole, Mass.	Bark	15	Daggett	Thomas Barrows	
Malta Ocmulgeo Pocahontas	. Ship	45 34	Cottle		

ble showing returns of whaling-vessels

Japtain.	Managing owner or agent.
Coffin	Benjamin Worth
Congdon Fick W. Luce Folger M. Coleman w Cash	Hadwen & Barney R. F. Gardner John H. Shaw R. F. Gardner C. G. & H. Coffin
s B. Swain, 2d	E. W. Gardner
Baker	I. & P. Macy J. H. Shaw H. G. O. Dunham J. W. Barrett & Sons
as Nelson	H. G. O. Dunham
ach Gifford	Zenas Adams
Briggs	A. R. Tucker
Sparks Turner Snow Soper Cook Higgins Nickerson	J. H. Hilliard Ebenezer Cook. John Adams Samuel Sper Samuel Cook. H. P. Higgins Enoch Nickerson
Soper	Samuel Soper
Bush	
Young Young Young Freeman Young Young Dyer Cook Cook Iverson Handy Hersey Cook Smith Rich Morton Nickerson Tillson Foster	Philip Cook J. E. Bowley John Adams R. Allstrum S. Cook Ephraim Cook do John Dunlap J. E. Bowley S. Cook Nathaniel Holmes Stephen Niekerson Jonathan Niekerson Jonathan Niekerson Hilip S. Rich Winsor Snow Atkins Niekerson Henry Cook E. L. Smith

	D	nte-	Result	of voy	адо.	
Whaling- ground. diling rational of the state of the stat	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	Remarks.	
North Pacific	Nov. 29	Mar. 14, 1853	B 5bs. 65€	Bblu.	Lbs.	Sent home 112 sperm, 11,173 pounds bone.
Pacific Oceando	Aug. 17 July 25 July 7 Oct. 13 July 10 Sept. 15 May 29 Sept. 10 June 8 Sept. 12 Nov. 22 Sept. 5 Nov. 4 Aug. 1: Apr. 1 Apr. 1 Apr. 2 Apr. 2 Apr. 2 Apr. 2 Apr. 3 Apr. 3 Apr. 3	May 4, 185 May 28, 185 May 28, 185 May 28, 185 Oct. 17, 18 Oct. 19, 18 Sept. 1, 18 Sept. 1, 18 Oct. 27, 18	1, 34, 34, 4, 4, 4, 4, 4, 4, 4, 4, 4, 4, 4, 4, 4	1, 104 33 1, 00-6 6 5 5 7 8 11 12 13 14 15 15 16 17 17 18 18 18 18 18 18 18 18 18 18 18 18 18	10, 400	ago brought 52,300. Captain Savin left the ship at Talcahuano. Sent home 15,330 bone. Captain Baker came home siek. Condemned at Rio Janeiro September 1834. Built 1830 at Medford. Sid 80 barrels whale. Sent home 769 sperm, 160 whale. Condemned at Tahiti; oil shipped to England. Built 1859 at Melford; sent home and sold 210 sper 2; lost March 20, 1833, on Strong's Island. Edward Narbeth, first mate, died. The 14 barrels were blackfish. Added 1850. Added 1850. Withdrawn 1852. Withdrawn 1852. Withdrawn 1853. Added 1850; salled again December 27, 1850; returned August 17, 1851, with 360 barrels whale. Silled 1850; returned August 17, 1851, with 360 barrels sperm, 100 barrels whale. Silled again December 20, 1850; returned September 26, 1851, with 245 sperm, 60 whale.
do	Apr. Apr. Apr. Apr. Apr. Apr. Apr. Apr.	17 Sept. 92, 18 3 Sept. 18, 19 25 Sept. 9, 1 6 Oct. 27, 19 30 Nov. 1, 17 Nov. 3, 1 17 Nov. 3, 1 17 Nov. 3, 1 17 Oct. 24, 1 17 Oct. 18, 1 25 Dec. 24, 1 1 Oct. 1, 1 8 Sept. 18, 1 16 Nov. 21, 21 21 Sept. 19, 2 20 Nov. 20, 0	850 850 850 850 851 851 851 850 850 850 850 850 850 850	44'	25	1830; returned October 18, 1831; with a barrels sperm. Added 1850. Added 1850. Added 1850. Added 1850. Added 1850. Added 1850. Added 1850. Added 1850. Added 1850. Added 1850;
Pacific Oce North Pacif Pacific Oce	ic Sept	18 May 6, 20 Apr. 4, 10 May 7,	1852 1854 1853	105 2 320 1	lean , 320 , 720 1,	Sold 1852; sent home 263 sperm. Sent home 68 sperm, 707 whale, 4,900 box 600 Sent home 16,998 bone.

Table showing returns of whaling-vessels

Nume of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1850. Hoston, Mass. Rothschild	Bark		Small	Philip A. Locke
Truro, Mass.	Brig	143	Smith	Richard Sevens
Wareham, Mass. G. Washington	Ship	374	Benjamin F. Gibbs	S. C. Gibbs
Warren, R. I. Dolphin	Barkdo	325 225 180	Cutter J. H. Jolis	R. B. Johnsondo
Newport, R. I. Helen Augusta	Ship	530	Nathaniel Fales, jr	J. S. Munroe
Providence, R. I.	Ship	567	E. A. Swift	Edward Pearce
Mystic, Conn. Leander	. Bark	213	B. Glover	Charles Mallory
New London, Conn. Alert Bengal	Shipsdo	398 304		Williams & Haven Thomas Fitch, 2d
Catharine	do	306	Starr	do
Electra	do			
Friends			Low	
George and Mary	do	356		
Hy. Thompson				
India		433		
Jehn and Elizabeth	Bark Shipdo	386 414 376	Kelley Destin Perkins	Williams & Haven Perkins & Smith
North Star Peruvian Phœnix Tenedos W. T. Wheaton	do . do . Bark.	38 40 24	38 —— Brown 34 —— Brewster 45 —— Middleton	E. V. Stoddard

ble showing returns of whaling-vessels

Captain.	Managing owner or agent.					
Small	Philip A. Locke					
Smith	Richard Sevens					
amin F. Gibbs	S. C. Gibbs					
Cutter Cole Jolis	R. B. Johnsondo					
aniel Fales, jr	J. S. Munroe					
.Swift	Edward Pearce					
lover	Charles Mallory					
Bolles	Williams & Haven Thomas Fiton, 2d					
— Hull — Starr	do					
Clark	Williams & Barnes					
Low	. Benjamin Brown Sons					
- Greene	Lyman Allyn					
— Holme	Frink, Chew & Co					
Millor	Williams & Haven					
Chappell Kelley Destiu Perkins Allen	do					
bert Brown	Williams & Barnes .					
Brown Brewster Middleton	E. V. Stoddard					

		ate-	Result	of vo	yage.	
Whaling ground.	Sperm-oil.	Whale-oil.	Whalebone.	Remarks.		
N. and S. Atl	June 6	Apr. 24, 1851	Bbls. 300	Bbls.	Lbs	Added 1850.
Atlantic	Dec. 14	Nov. 17, 1850	330			Added 1850; sailed again December 14, 1850; returned April 27, 1852, with 500 sperm, 2 whale.
Atlantio	Mar. 13	Nov. 5, 1850	130			Added 1849.
North Pacific .	Aug. 7	Apr. 24, 1853		2, 51	37, 700	Sent home 179 sperm, 13,683 bone.
	Nov. 15	Sent. 5, 1859	259		1	Built 1850 at Somerset.
Indian Opean do	Aug. 5	Sept. 5, 1853 Nov. 23, 1853 Feb. 2, 185	4 44			Added 1850.
North Pacific .	. Dec. 10	May 1, 185	4	. 1,08	0	Sent home 10,286 bone; bought from New York 1850.
North Pacific	Aug.	May 10, 185	3	4, 20	54, 000	home 300 sperm, 28,220 bono.
South Atlantic	July	July 31, 185	12 40	8 3	1,900	Captain G over came home sick 1851; sent home 100 sperm.
North Pacific Ind. and N. P	June 1 Sept. 2	8 May 21, 183 Mar. 24, 183	53 24 56 1	2, 4	02 27, 80 31	some oil to London; rebuilt in 1856, and
North Pacific Ind. and N. P	July	9 Apr. 20, 183 May 2, 18	54	82 7	51 8, 50 123 3, 00	0 Sent home 4,341 whate, 45,839 bone. 0 Sent home 1.0 sperm, 1,878 whale, 40,21
North Pacific	June	1 Mar. 30, 18	34	40 1,0	52 17, 60	bone. 1 200 whole
do	July 9		•			guano at Chincha Islands.
do	July	20 Apr. 4, 18	353	1,1	970 28, 50	to London. Lost in the ice near Diomede Island Jul
Ind. and Pac					261 36, 2	15, 1851.
North Pacific					830	San, house 4°5 whale, 12,000 bone.
Indian Ocean Ind. and Pac Davis's Stra	Aug.	15 May 8, 1	853 853	140 1, 280 2.	528 21, 0 983 4.), 0 450; 7, 0	00 Sent home 5.7 white.
Ind. and N. I		7				sold and troken up at Sandwich Island sent home 235 sporm, 3,101 whale, 12,9
North Pacif	le. July				660 8,5	from Philadelphia 1650.
Desolation I Ind. and Pa North Paci do	de. Sept	7 May 24, 1 3 Apr. 19,	852 1853 1853 1,	30 2	947 9, 150 21,	100 Sent home © sperm. Sent home 32,292 pounds hone. Sent home 32,292 pounds hone. Bought from Worren 1850; fact the died July, 1852; sold at Honolulu 18; sent home 82 sprin, 2,058 while, 15,6 bone; lost March 29, 1855, 60 miles sol of San Francisco; sold 1,000 whale s some sperm at San Francisco.

Table showing returns of whaling-vessis

Name of vessel.	Class.	Tennage.		Captain.	Ma	naging owner or agent.
1850.						n F. Trumball
Stonington, Conn. yron harles Phelps lugene. collowed	Bark Ship do		=	Wilcox Burch Pendleton Pendleton	C. P	. Williams
fary and Susan	do			Lester		?. Williams
Prudent	Bark			_ Nash		
Greenport, L. I.	Ship		1	dges Babcock Weeks	1 0	land, Wells & Carpen er. vid G. Floyd
Ploneer	Barkdo	23		Hand	Pa	rsons & Brown
Sag Harbor, L. I.	n.ale	29	n T	Steen	. T	tomas Brown
Apr. Charlotte Jeff-rson Odd Fellow Ontario	Bark. Brig. Ship. Bark. Ship.	43	15 -	Winters Huntting Hedges Brown	T	Brown
Washington					-	
New Suffolk.	. Bark	2	27 -	Cartwright	1	ra B. Tuthill
1851.						
New Bedford, Mass.	Ship		114 I	P. Pease		Abra. II. Howland
Abm. II. Howland	amp			. Ryan		John A. Parker
Al xander	do			Parrington		Jonathan Bourne, jr
Alexander Coffin				D, H. Taber		Lemuel Kolloc's
Alice Frazier Alice Mandell Alto Aired Gibbs	Shir	6	oni	P. S. Wing Carr Isaac II. Jenney .		Charles R. Tucker & C Richmond & Wood Wood & Nyo
America America Audir	Bar	k	41) 957 615	L. Fisher Abner West J. H. Swift		I. Howland, jr., & Co Jos. A. Beauvais Swift & Perry
Atlautic	1	0	361	Luce		Hathaway & Luce
Baltio	d		396	Jethro B. Brooks		Randall & Stead
Barr stable	1	p	372	R. M. Corn		William F. Dow
Barr stable Benj, Tucker Bramin Britholomew Gosuold Cambria California Canada.		lo lo lo do do	356 36: 39: 54:	J. Cottle D. D. Wood Thomas West		Charles R. Tucker & Gideon Allen I. Howland, jr., & C James B. Wood & C I. Howland, jr., & C Barton Ricketson C. R. Tucker & Co William G. E. Pope

HISTORY OF THE AMERICAN WHALE FISHERY.

ble showing returns of whaling-ressels

ISH AND FISHERIES.

1							
Saptain.	Managing owner or agent.						
Wilcox Barch Pendleton Pondleton	John F. Trumbull C. P. Williams dodo dodo						
Brown	C. P. Williams						
Weeks	Ire'and, Wells & Carpen ter. David G. Floyd Parsons & Brown						
een Winters	T. Brown						
Cartwright							
Ренве	Abra. II. Howland						
Ryan	John A. Parker						
H. Taber	Santa Santa Santa						
S. Wing Carr nac H. Jenney Fisher bner West H. Swift	Charles R. Tucker & Co Richmond & Wood Wood & Nye						
	Swift & Perry						
tuce ethro B. Brooks.	- 1 to Stend						
R. M. Corn B. R. Sanda C. B. Heustis I. Gottlo D. D. Wood Thomas West	Charles R. Tucker & Co Gideon Allen L. Howland, jr., & Co James B. Wood & Co., L. Howlend, jr., & Co., Barton Ricketson						
Folger	G P Tucker & Co						

	Da	ite-	Result	of voy	inge.	
Whaling- ground.	Sperm-oil.	Whale-oil.	Whilebean	Hemarks.		
atagonia	May 23 Oct. 1 Oct. 5 Sept. 21 Oct. 1 Aug. 8	Feb. 26, 1852 Jan. 23, 1853 Apr. 28, 1853 May 24, 1853 Mar. 21, 1853	3:36	9, 600	Lbs. 18, 000 32, 000 27, 600 1, 600 45, 500	Sent home 7,300 pounds bone. Sent home 3.50e bone; condemned at Hon- oliul December 5, 1853. Sent home 9,309 bone. Third mat's William Hancox, and boat's crew lost October 13, 1851; sent home 150
N. W. Coast		May 31, 1855		1, 10	16, 800	aperm, sa, no pentale a 410 mbala
South Atlantic	Jan. 19	July 9, 1852 Sept. 9, 185 Apr. 5, 185			55 30 556 7, 506	
North Pacific South Pacific Arctic Ocean South Atlantic Korth Pacificdodo	Nov. 1' July 2 Sept.	May 28, 185 7 Mar. 24, 185 June 2, 185	,	2,8	39 7, 50 22 72 39, 00 20 1, 90 385 10, 5	Sent home 600 whale, 18,000 pounds bone.
North Pacific	Aug. June Nov.	11 Apr. 19, 10 13 May 19, 1	854		359 17, 1 272 6, 0	000 Bou ht from Boston 1851; built 1848; sen- home 831 whale, 14,081 bone; sold 1,100
Atl. and Ind North Pacifi	June	13 July 20, 1 25 June 21, 1 24 Oct. 2,	1854	508 206 1 127 400	, 729 4, , 634 , 021 8, 2 1, 498 18,	000 Added 1831; sent time Sent home 63 spr 16m. Built at Bath Me., 1851; sent home 4 spr m, 130 whale, 19,227 bone. Sent home 18,600 bone; withdrawn 1854.
North Pacif Atlantic, &c North Pacif	o Oct.	31 July 17,	1854 1	007	196	600 Built at New Bodford 1851; sont hame 4 sperm. 600 Built at New Bodford 1851; sont hame 4 sperm. 600 Built from Providence 1851; sold whale at Hopolulu; sent home 400 sperm
Pacific Oce North Paci do Pacific Oce North Paci do	fic Nov Sep an Jul fic Sep Oct	7. 5 May 30, t. 9 y 15 Apr. 20 t. 3 May 10 1. 22 May 24	1855 1854 1854 1854	182	2, 435 1, 596 1, 2, 110 1, 200	Lost in Arctic September 27 508. Sent home 23 124 bone. 1,500 Sent home 900 whale, 32 300 bone. 1,500 Sent home 17,200 bone. 1,500 Addied 1851; sent home 910 whale, 13,
Pacific Oc	Total		1855			bone. Sold part of her cargo at Sydney. 3, 700 Sent home 25 sperm, 500 whate, 29, 730 bon

Table showing returns of whaling-vessels

Name of vossel.	Class.	Tonnage.		Captain.	Managing owner or agent.
1951.					
Nose Bedford, Mass.—Continued.	Ship	464	Т	homas A. Norton	I, Howland, jr., & Co
Corinthian Coul's Howland	do	40 43	i A	. Stewart	George Howland
Cachelot	Bark Ship do Ship do Bark Ship	96 18 33 30 36 92	10 F	. Cromwell	I. H. Bartlett & Son O. Howland Hathaway & Luce Thomas Knowles & Co. Edward L. Jones. Benjamin B. Howard. Thomas Wilcox. J. Bourne, Jr. H. Howland, Jr., & Co. John L. Anthony. Henry F. Thomas.
Dartmouth	Bark	38	91	G. Cotlin	John L. Anthony Henry F. Thomas Rodney French W. & G. D. Watkins
Eliza Adams	Ship		03	Benjamin Ellis	B. C. J. 1104
Elizabeth	Bark	. 1	- 1	Jacob Howland H. Jernegan	City and an Thitab
	1	1	336	William Wood	. Swift & Allen
Eugenia	Ship	;	365 380	Thomas M. Peakes Weeks	
Europa	. do . do .		359	J. Munkley	
Emerald			330 407	J. C. Little George Swain	E. C. Jones Samuel W. Rodman
Fabius Garland Geo. Washington	do .		432 243 609	J. S. Smith J. King Edwards	C. R. Tucker & Co R. French I. Howland, Jr., & Co
Geo. Washington	Bark		242	W. O. Harps	C. Hitch
GolcondaGood Return	Ship .		331 376	F. Dongherty B. F. Wing	G. Howland H. Taber & Co
Gratitude	do		337 356 300	Shubael Brayton	Cook & Blow
Herald, 2d	Ship do		303 304 55 383	W. H. Vinal Jeffrey Chris. Cook	H. Taber & Co
Hope, 2d	do		29 45	John S. Holt	
India	do		36		Cronston Wilcox
Ionia Isaac Howland	Bark Ship		39		I. Howland, !"., & Co.

SH AND FISHERIES.

e showing returns of whaling-ventels

Managing owner or agent. ptain. A. Norton. L Howland, jr., & Co... ont..... George Howland Edward W. Howl pd . . . Edward W. Howl pd.

I. H. Bartlett & Son
G. Howland
Hathaway & Luce
Thomas Knowles & Co.
Edward C. Jones
Benjamin B. Howard
Thomas Wilcox
J. Hourne, Jr.
L. Howland, Jr. & Co.
John L. Anthony
Henry F. Thomas ah Austin ... Rodney French ıln Ellis..... Smith.... W. & G. D. Watkins ... E. C. J. 1104.... Baker..... Howland.... 110gan Charles Hitch..... m Wood..... Swift & Allen M. Peakes... Weeks E. W. Howland E. C. Jones kloy Henry F. Thomas ittle..... Swain..... E. C. Jones Samuel W. Rodman ... C. R. Tucker & Co R. French I. Howland, jr., & Co ... Edwards C. Hitch Iarps gherty G. Howland H. Taber & Co..... Cornell..... Mickell I Brayton..... Swift & Allen I. Howland, jr., & Co... Cook & Snow locum Vinal Jeffrey Jook T. &A. R. Nye B. B. Howard Seth H. Ingalls H. Taber & Co difford..... Wilcox & Richmond ... J. Bourne, jr

ranburg

A. H. Howland.....

Coggeshall Cranston Wilcox I. Howland, !... & Co

HISTORY OF THE AMERICAN WHALE FISHERY.

	1	late-	Reau	t of v	nyage.	mer to separate a relating person and the service of the service o
Whaling- ground 3	Of strival.	Sperm off.	Whalesil	Whalehear.	Remarks.	
North Pacific	Oct. 20		Ablu.	Bbla.	Lbs.	Formerly in California trade; added 4851; leat 30.0 m leanor h of East Cape October 14, 1951; 6 of the crew lost, and 1 died authorquently; sent home 69 sporm. Sent Lenne 5125 hene.
Pacific Ocean . North Pacific .	June 4 Aug. 19	June 11, 1854 Apr. 6, 1854	10:		15, 200	Nent Lonic 3,125 hone. Built at New Bedford 1851; sent home 326 waale, 32,007 bone.
Atlantic Pacific Ocean . . do Indian Ocean .	Dec. 10 June 26 Aug. 19 Apr. 19	Apr. 17, 1854 Apr. 19, 1853 Apr. 27, 1855 July 10, 1853	454 46 975	6	11, 10c 14, 90c	Sent home 64 sperm. Sent home 8,249 hone.
North Pacific . Pacific Ocean . Indian Ocean .	Sept. 10 May 8 May 99	Haly 10, 1853 May 8, 1854 May 6, 1855 May 6, 1855 Apr. 13, 1854 Mar. 23, 1854	1, 176 1, 186	3, 917	6, 10: 30, 90:	Sont home 231 whale, 22,400 hone,
North Pacific . Atlantic North Pacific .	Sept. 1 Nov. 20 Oct. 11	Mar. 23, 1854 June 3, 1854 Apr. 27, 1855	206 4: 91:	9, 895 363 1, 400	1, 360 16, 400	Sent home 20,100 bone. Added 1851; built 1831; bought from Boston. Sailed September 2; returned leaking 1,200 strokes in 24 hours.
Pacific Ocean Indian Ocean	Dec. 11 June 19	37a. 0 1084	1, 111	Į		Burned by the cr. w at Palta October 15, 1853, with 650 burnels of o.l on board. Built at Mattapoisett 1851.
North Pacific .	Nov. 3	Mny 9, 1954 Sept. 23, 1854	184	1, 220	14, 000	Added 1651; sent home 457 sperm, 1,400 whole, 12,624 bone; sold 150 sperm at Valparaise.
Pacific Occan South Seas	Nov. 11 Oct. 26	June 9, 1855 June 1, 1854	2, 060 80			First mate, Mr. Johnson, killed by a whale 1853; sent home 156 sperm.
North Pacific	July 26	Apr. 5, 1854	6	1, 664	16, 000	Captain Joinegan died at sea September 26, 1853; sent home 116 sperm, 380 whale, 15,223 bone.
Pacific Ocean	May 26	July 5, 1835	318	135		Bought from New York 1851; sent home
North Pacific do	July 1 Oct. 14	July 6, 1854 Mar. 1, 1854	51:2 6:2		6, 006	765 sperm, 143 whale. Sent home 10,446 bone. Built at Mattapoisett 1851; sent home 85 whale, 5,630 bone.
Pacific Ocean	Nov. 16	July 3, 1856	553			Sent h me 350 sperm; Captain Munkley died May 8, 1856.
Ind. and Pac North Pacific	May 19 June 17	May 26, 1833 Apr. 28, 1855	24:	2, 14i 470	1, 700	Sent home 21 sporm, 11,000 bone.
Atlantio North Pacific	July 14 May 6 Nov. 4	Mar. 13, 1854 Sept. 9, 1853 May 31, 1853	35 78 59		19, 500 600	Sent home 952 whale.
						50 490 hone; took in all 7 000 whale and
Atl. and Ind	Nov. 6	Dec. 3, 1853	54	1		75 sperm; an extraordinary voyage. Sent home 258 sperm; Second Mate A. B. Smith died March, 1853.
North Pacific	July 31 Sept. 2	Apr. 11, 1855 Apr. 6, 1855		1, 03: 2, 82:	12, 100 22, 800	Sent home 12,418 bone. Sent home 223 sperm, 1,440 whale, 26,431 bone.
Indian Oceau do	Aug. 14 Dec. 2 July 17	June 24, 1854 Sept. 17, 1855 May 12, 1854	1, 640 667		5, 600	
North Pacificdodododo	Aug. 16 Dec. 4	Mar. 31, 1855 Apr. 5, 1854 Apr. 18, 1855 Mar. 17, 1854	232	1, 387 2, 314 1, 511 2, 540	6, 0 00 16, 200 21, 300 29, 500	Sent home 120 sperm, 18,777 bone. Sent home 12,204 bone. Added 1251; withdrawn 1255. Built at New Bedford 1851; sent home 30,709 bone.
Pacific Ocean North Pacific	Nov. 1 Oct. 20	Apr. 12, 1857 Mar. 15, 1854	965 77	1, 740	15, 400	Sett home 1,235 sperm.
do	Aug. 20	Apr. 29, 1855	1, 12%		9, 000	Boat's crew lost at Rorotonga December 20, 1854; sent home 21,233 pounds bone. Bought from New York 1851.
Indian Ocean North Pacific	July 23	Apr. 24, 1854	56	2, 771	31, 300	Sent home 1,874 whale and 24,750 bone.

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
18:51.				
New Bedford, MassContinued.		1		
ames Allen	Ship Bark	355 275	A. Newcomb H. Beetle	C. Hitch
ames Edward	Ship	434	R. Luce, jr	George F. Barker
anus	do	321	J. Cornell	T. & A. R. Nye
	do	395	Whelden Childs	C. R. Tucker & Co James H. Howland
James Maury John Howland John and Edward	do	377 318	G. H. Cathcart	Wilcox & Richmond
Julian J. E. Donnell	do Bark	356 343	William Earl.	Hathaway & Luce Swift & Allen H. F. Thomas
Kutusoff	£aip	415	Pierce	
Lancaster Lexington Liverpool, 2d	Bark Ship	383 201 428	Tilion	T. & A. R. Nye B. B. Howard T. Wilcox
	do	302	A. Tucker	I. Howland, jr., & Co J. B. Wood & Co
Logan	do	341	D. Cochran	
Magnolia	do	1		Weston Howland
Manuel Ortiz	Bark	351	-	
Marengo Maria Theresa Mary and Martha	Ship do		J. Taylor	J. Bourne, jr T. & A. R. Nye B. Ricketson
Majestic		386 25 30	Joseph Pease Jones T. R. Pease B. C. Eldridge J. E. Bennett	G. Allen
Milo	do			
Minerva, 2d	do do Bark	. 43	W. E. Tower	
Natchez	Ship	52	Worthen Hall	S. Thomas & Co
Nautilus	do	. 37	Alexander Seabury.	G. Allen
Newton	· Suip · ·		N. C. Cary	W. Gifford
Navy Nyo Ohlo Ojympla Orozlinbo Osceola Ospiny	do	2 38 29 51	J. W. Norton	Ed. W. Howland William Phillips B. Ricketson William C. N. Swift Swift & Allen
PeriPhœnix	Ship	. 4	05 Higgins 23 Bellows	
Pioneer	Bark. Ship		31 F. Billings	J. D. Thompson B. B. Howard

ptain.	Managing owner or agent.
ombjr ll	C. Allen C. Hitch C. Hitch George F. Barker T. & A. R. Nye C. R. Tneker & Co James H. Howland Wilcox & Richmond Hathaway & Luce Swift & Allen H. F. Thomas T. & A. R. Nye B. B. Howard T. Wilcox
er	I. Howland, jr., & Co J. B. Wood & Co William G. E. Pope Weston Howland J. Bourne, jr.
rival Pease Jones ease diridge nnett H. Sowle Reynolds Baker Fower	G. Allen R. French W. F. Dow
en Hall	S. Thomas & Co
Sherman Cary Norton cer Norton i Russell Johnson King comber	J. B. Wood & Co Abner R. Tucker Ed. W. Howland William Phillips

	D	ate-	Result	of vo	yage.	
Whaling- ground.	Of sailing.	Of arrival.	Sperii	Whale-oil.	Whalebone.	Remarks.
Ind. and Pacific.	May 14 June 2	Mar. 18, 1855 Nov. 4, 1853	Bbls. 1, 561 400	Bbls.	Lbs.	Bought from New York 1951; built 1847;
Atl. and Indian. North Pacific	Sept. 11					sent home 331 sperm. Added 1851; sent home on voyage 170 sperm. 530 whale, 15,000 pounds bone; sold 350
do	Nov. 4	Apr. 21, 1854		1,000		whale: lost 1854. Sent home 1,038 whale; sold 170 sperm at Lahaina.
do	Oct. 21 Nov. 17 May 21	Sept. 26, 1855 June 10, 1854 July 24, 1854	21 55 65	1, 844 2, 355 981	11, 60t 24, 00t 17, 50t	Sent home 10 sperm and 160 whale. Sent home 10,213 pounds bone. Sold 110 whale at Talcahuano; sent home 267 sperm and 10 blackfish.
dododo	Nov. 24	June 16, 1854 May 7, 1853 May 3, 1855	163 112	2, 636 2, 280	38, 80t 2, 10t	Sent home 30,104 pounds bone. Second mate, George W. Clark, died 1853; sent home 1,350 sperm and 39,066 bone.
do	July 2 Apr. 3	May 14, 1854 Oct. 29, 1852	1	1, 10	9, 506	Bought from Providence 1850
North Pacific.						got into St. Lawrence Bay and was con- demand and sold.
do	Aug. 12 July 1	June 10, 1854 July 8, 185	219	1	2 11, 900	Sent home 225 sperm, 266 whate, and 28,044 pounds bone.
do		May 12, 185	1		9	25,000 pounds bone.
Pacific Ocean . Nor:h Pacificdodo	Nov. 22 June 28	Apr. 24, 185 Apr. 8, 185	5		9 23, 500 8 28, 300 3 10, 500	sont home 995 whate and at 110 bone.
do do Pacific Ocean Atl and India	Aug. 18 Nov. 1 n. May 21	Apr. 6, 185 Apr. 6, 185	4 2, 05 4 31	1 13	21, 4 (25 14, 100 36 500 4, 3, 500 4, 19, 00	Sent home 200 whale and 24,700 bone. Sent home 136 sperm.
North Pacific	Dec.	Julio 3, red		1, 4	10, 19, 00 88 33, 80	34,928 pounds bone. 8 cn: home 12 sperm, 84 whale, and 24, 800
do Pacific Ocean	June 18	May 4, 18		Data i	93 10, 60	a or 499 monnda hone
North Pacific	July 1	9 Feb. 18, 185 6 May 11, 185	54 2	7 2, 7	25 18, 60 94 27, 00	York 1850; sent home 6.0 whale and
do	Oct.	4 Apr. 24, 18	55 2	51 2, 6	81 15, 50	32 510 pounds bone. Bought from New York 1851; formerly in China trade; sont home 750 whale and 22,950 pounds bone. Builtat Fairhaven 1851; second mate, John Builtat Fairhaven 1852; second mate, John Builtat Fairhaven 1851; second mate, J
Pacific Ocean	July	8 Apr. 24, 18		72	19	sent home 265 sperm and 6 blackfish.
North Pacific	Sept. 1	3 Mar. 26, 18	34	55 2,		home 50 sperm, 50 whale, and 27,983 bone.
Atlantic North Pacificdo	Apr. 1 Oct. Aug. 1 Aug. July	9 May 28, 18 23 Apr. 21, 18	53 53 55 55 54	294	400 5, 6 19 307 34, 7 626 3, 4 621 23, 2	Added 1850. Sent home 17,000 founds bone. Sent home 24,115 pounds bone. Sent home 114 sperm. Formerly a brig; bought from Baltimore.
Atlantic North Pacifi	Dec.	9 Oct. 15, 1			211 34, 1	pounds bone.
Atlantic, &c North Pacifi	icl Oct.	24 Apr. 8, 1 8 June 2, 1	854 855	49 52, 1,	735 7, 1 649 10, 0	Sent home 14,690 bone; withdrawn 1854. Sent home 14,891 pounds bone.

Table showing returns of whaling-ressels

The state of the s	, T			
Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1851.				
New Bedford, Mass.—Continued. Richmond	Bark		enry Bonney	E. W. Howland
Roscoe	Ship		'illiam C. Hayden	A. Robeson
Robert Morison	Bark	310 Ri	ichard Norton	T. Knowles & Co
Robert Pulsford	Ship	1 1	. J. Corey	Edmund Maxfield
Rodman	do	1 1	V. R. Allyn	C. W. Morgan
Roman	do		I. Cuminskey	E. C. Jones
Sarah Sheafo	Bark		Chomas Wall	Cranston Wilcox
Sarah Sheate	Ship	384 G 150 J 206 1	G. A. Smith J. W. Bolles Hiram Francis	O. & E. W. Seabury Charles Almy T. & A. R. Nye
Stationa		. 425 -	Young	12 22
South America		. 616	W. T. Walker	
South Carolina Thomas Nye	. do		J. C. Almy	1. de A. 14. 14.
Thomas Nyo Triton, 2a Tropic Eird Two Brothers Uncas Vernon	Bark Bhipdo Bark	315 220 286 413 307	Maynard Stanton E. Nichols James Little	Wood & Nye. A. H. Howland. Charles Hitch.
Virginia Waverly Wave William C. Nyo	Ship	327 200 389	O. P. Scabury Eph. W. Kempton Charles Downs Adams	T. Knowles & Co C. R. Tucker & Co
Zephyr	do	361	Thomas M. Gardner	A texabuer Gibbs
Fairhaven, Mass.		326	Soule	E. Sawin
Albion Bruce . Clifford Wayne	Ship .	172 305	Davis	James Tripp, 2d. E. Sawin. Gibbs & Jenney
E. I., B. Jenney	do do do	380 524 333 360	Isaiah West Fisher Marston	do Fish, Robinson & Co L. C. Tripp Rouben Fish
Heroine	do	337	7 T. M. Pease	Assum Onnion
Lively Lydia Navigator	Ship	41	Henry F. Worth	
Niagara	do	5:	38 Benjamin Clough	N. Church

e showing returns of whaling-ressels

ptain.	danoging owner or agent.
Sonney F	g, W. Howland
Or zately item	A. Robeson
ley	Edmund Maxfield
illiancy	E. C. Jones
mith	O. & E. W. Seabury Charles Almy T. & A. R. Nye
Young	J. R. Thornton W. O. Brownell
Alexander lmy	J. D. Thompson T. & A. R. Nye
Maynard Stanton hols James Little	C. R. Tucker & Co W. P. Howland Wood & Nye A. H. Howland Charles Hitch
Scabury W. Kempton es Downs Adams	Hathaway & Luce David B. Kempton T. Knowles & Co C. R. Tucker & Co
nas M. Gardner .	. Alexander Gibbs
Soule Dyer Davis Crov.ell	
— Marsh	
f. Pease	. Nathen Church

njamin Clough

	D	ate-	Result	of v	oyage	Э.	
Whaling ground.	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.		Remarks.
Atl. and Indian.	Sept. 8	Oct. 13, 1853	Bbls.	Bbls	Lb	F	Formerly a brig; rerigged 1851; voyage broken up by desertions of the crew, and she returned with freight.
Pacific Ocean	Aug. 8	Apr. 8, 1855	1, 005				Sent home 60 sperm, 907 whate, and 19,500
North Pacific.	Oct. 18	May 1, 1854	16	1, 10	11,	00(]	Bought from New York 1891; built at
do	June 10 Oct. 15	May 24, 185		1, 10	63 11,	- 1	897 whate, and 19,152 points some bought from Foston 1851; lost on Christ- mas Island, February 16, 1853. First mate, Mr. Clark, died at sea, 1852; sept home 125 seerm, 1,656 whale, and
Pacific Ocean.	Dec. 21	Sept. 1, 185	38	1	65 12,	1	second nate, C. L. Thomas, killed by a whale 1852; sent home 161 sperm, 144 whale 1852; sent home 161 sperm, 144 whale, and 20,400 pounds bone. Bought from New York 1851; sent home
North Pacific.	Dec. 4 June 25	Apr. 25, 185	4 5	8 2,8	56 6,		Bought from Nuntucket 1851.
Atlantie	. May 1	May 8, 185 May 26, 185	3 5	0	19 49		Bought from Kingston 1851; built 1849;
North Pacific.	1		3	1	270 31	, 600	Formerly a brig; rerigged 1891; built 1849; sent home 127 aperm. Built at Bath, Mo., 1851; sent home 160 aperm, 959 whale, and 17,208 bone. Bought, from Providence 1851; sent home
do	1		1		552 37	, 500	Tringille to a cost whele and 65 035 hone
do Indian, &o	Apr. 2 Sept.	June 28, 18	54 2	30 3,	404	,000	Lost 1852; sent nome co aperm.
North Pacific Atlantic Pacific Ocean North Pacific do	Apr. 1 May 9 July 1	9 Sept. 28, 18	54 53 2 54 6 54 3 54	49 60 1, 63 1, 2,	289 88 187 778 1 052 1	0, 100	Built 1851; sent home 80 sperm. Sent home 137 sperm and 25 whale. Sent home 16 075 pounds bone. Added 1851 from New York; sent home 25 aperm and 22,675 pounds bone.
Pacific Ocean North Pacific Atl. and India North Pacific	n. July	17 Mar. 20, 18	54	2: 1, 146 1 1,	697 1 307 62 550 1	0, 800 3, 000 800 8, 500	Mattapoisett 1832; sent home 220 sperm
Pacific Ocean	Aug.	5 July 28, 1	355	883	5		Sent home 580 sperm.
North Pacifi Atlantic, &c Pacific Ocean North Pacifi	July Sept.	11 Apr. 20, 1 25 June 1, 1	854 854 855 1,	200 27:	, 831 75 3, 344		Sent home 12,321 pounds bone; did not sail again; sold and broken up, 1858.
Pacific Ocean North Pacifi Pacific Ocean North Pacif	o June	2 Apr. 20, 1 1 May 30, 1	856 %, 854 855	688 96 30	2, 7 60 1, 4 34	25, 00 10, 70	Condemned and
do							Oil—900 barrels—shipped home; attention Honolulu; second mate, C. Fuller and five men washed overboard and drowned in a severe gale 1852; badly burned in September, and injured by gale; con- demned at Honolulu December 1859.
Atlantic North Paci	de Nov	, 9 Mar. 12,	1854 1854		i, 513 2, 310	17, 0	00 Sent home 950 whale and 38,000 bone. 00 Sent home 32,877 bone; bought from Bos ton; built 1839; sold to Boston 1855, for
do	Oot.	9 Feb. 17,	1854	62	3, 063	16, 0	merchant-service. merchant-serv

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tennage.	Captain.	Managing owner or agent.	
1851.		1			
Fairhaven, Mass.—Continued. Forthern Light	Ship	513	William Stott	Edmund Allen	
Pacificsonth Boston	do	314 339	Pease	R. Fish E. Sawin	
William and HenryZone	do	261 365	Avery F. Parker	I. F. Terry Levi Jenney, jr	
Dartmouth, Mass.		220	Thomas Bailey	Abner R. Tucker	
A. R. Tucker Brunswick Gov. Hopkins	Ship Brig	295 111	Wing Taylor	do	
Westport, Mass. Catherwood D. Franklin Gov. Carver Greyhound Harbinger Leonidas Mattapoisett President Rajah	Ship	171 180 249 262 126 150 180	Allen Gifford West Wing Cornell Corpell Manchester Cook Fisher	Thomas W. Mayhew Job Davis Henry Wilcox de Alexander H. Corey C. A. Church H. Wilcox Andrew Hicks H. Wilcox	
Sea Fox	Brigdo	250 263		A. Hicksdo	
Mattapoisett, Mass.	Bark	230	Hosmer	Wilson Barstow	
I.agrange	do	206	Haskins	R. L. Barstow	
R. L. Barstow	do Ship	37	Ezra Smalley	Loring Meigs	
Sun	Bark	18	Finduces		
Edgartown, Mass. Almira	Shipdodo	39	9 Ripley	Abraham Osborne Benjamin Worth A. Osborne	
Nantucket, Mass.	Ship .	34	0 Benjamin Coggeshal	l . John H. Shaw	
Alabama Citizeu Edward	do .	36	Richard C. Bailey Edward P. Mosher.	C. G. & H. Coffin	
Hero		3	Jos. McCleave 48 William S. Whippe 60 Seth Nickerson 60 William Hulley 98 James Coleman	G. & M. Starbuck & C. Obed Starbuck Zonas L. Adams J. W. Barrett & Sons. Z. L. Adams	

showing returns of whaling-vessels

ptain.	Managing owner or agent.
Stott	. Edmund Allen
ase illiams ayhew Parker	
Bailey Ving	Abner R. Tuckerdodo
Allen	do Alexander H. Corey C. A. Church H. Wilcox Andrew Hicks
Spooner Marshall	
Hosmer Jenney Haskins Dexter Taber malley Flanders	R. L. Barstow Loring Meigs
Jenks Ripley Fisher	Abraham Osborne Benjamiu Worth A. Osborne
min Coggesl rd C. Bailey rd P. Moshe	
AcCleave am S. Whip Nickerson am Holley s Coleman	G. & M. Starbuck & Co Obed Starbuck Zonas L. Adams J. W. Barrett & Sons. Z. L. Adams

	D	ate-	Result	of ve	yage.		
Whaling-ground.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone		Remarks.	
North Pacific	Nov. 18	Apr. 14, 1855	Bbls.	Bbls. 2, 360	Lbs 28, 00		nuilt at Mattapoisett 1851; first mate, Mr. Baker, and three men drowned in Ochotsk Sea September, 1852; — mate, Isaac Briggs, died August, 1853; sent home 1.400 whate and some bone.
Pacific Ocean North Pacific Pacific Oceando	Feb. 19 July 15 Dec. 3 June 19	May 18, 1854 Apr. 3, 1854 Aug. 19, 1855 May 5, 1855	710		5 1, 86 7 11, 00 6 15, 0	00 8	1.400 whate and some tools, ent home 266 sperm and 44,298 bone, ent home 522 sperm, 3,088 whale, and 30,000 pounds bone. Sent home 194 sperm; added 1851. Saptain Parker came home sick 1853; sent home 104 sperm, 300 whale, and 15,946 bone; added 1851; formerly of Nantucket.
Atlantic North Pacific. Atlantic	Nov. 5	May 9, 185			75 95 25, b	- 1	Built at Dartmonth 1851; sent home 432 sperm and 6,700 pounds bone. Bought from New Bedford 1851, Lost on coast of Brazil February 10,1853; saved 150 barrels sperm; sent home 50 whale.
Atlantic Atl. and India do Pacific Ocean Atlantic	n. Dec. July 2: Dec. 2	Mar. 14, 183 Mar. 17, 185 Nov. 8, 185	3 83 3 83 3 83	70 50 1 36	20	500	Built 1851. Sent home 231 sperm; condemned at Paita October 5, 1855. Sent home 72 sperm.
North Pacific Atlantic Pacific Ocean	Jan. Nov. 1 Sept. 1	9 Sept. 22, 18 1 Sept. 19, 18 1 Apr. 27, 18	51 4 55	03		600	Sent home 1,000 whale, 17,400 bone; sailed under Captain Wickerson, who came homesick 1851; sold to New Bedford 1856. Added 1851. Sent home 412 sperm; built at Mattapoisett 1851.
Atlanticdodo do North Pacifi Atlantic	Dec. 1 Oct. Apr. Nov. June July	Apr. 21, 16 Sept. 15, 18 1 Aug. 21, 16 21 Sept. 5, 18 Apr. 22, 16	53 52 354 353 353	31 325 280 1,	309 091 1 20 21 15	, 900	Sold to New Bedford 1853; returned under that port. Condemned 1855. Bought from Boston 1851. Captain Dexter killed by a whale January 1, 1854. Sent home 16,404 bone. Built 1851. Second mate died 1851. Captain Smalley died January 2, 1852. Sent home 1,388 whale, 18,500 bone.
Pacific Ocea	n. June Sept.	11 Mar. 5, 1 8 Apr. 16, 1	855 853	100 2	, 252 % , 000 3 , 853	0, 000	Sent home 180 sperm, 500 whale, 16,000 bone
Pacific Ocea North Pacification	fic. Oct.	28 June 27, 1		351 1	1, 597 1	6, 12	Bedford. Captain Mosher took 900 bar rels of oil, went to Sydney and sold is Capt. E. E. Austin was ser. bring th
Pacific Oce North Paci do Pacific Oce	fic. Sept	. 6 Apr. 9,	1855 1855 1853 1854 1855	810 15 276 492 1, 757	23 1, 559 2, 585 1, 263	8, 30 15, 70 40, 30	Sent home 400 sperm, 800 whale, 15,000 bone

Table showing returns of whaling-ressel

Tyleston	Name of vessel.	Class.	Tonnage.		Captain.	Managing owner of agent.
Sample Ship 20,000						
Bark 275 Charles E Statuous James Starbuck James Starbuck James Starbuck James Starbuck James Starbuck James Jam	Norman	Schooner	- 90			E. W. Perry
Susan	Peru President Rambler Spartan	Ship do	293 318 333	Jo Ja	illiam C. Folger, 2d . hn Porter mes Wyer	Frederick W. Paddock. D. Thain
Awashonks	Thron Brothers	do	38	Jo	seph Adams	G. & M. Starbuck & Co. E. W. Gardner
Provincetown, Mass.		Ship	34	2 -	Lawrence	Oliver C. Swift
A. Nickerson		· Surp				a at Milliand
Alexander	A. Nickerson		l	- 1		D. Alli-tenm
Chanticleer	Antarctic	do	. 1	04 -	Howard	J. E. Bowley Ebenezer Cook
Shylock	Council Hanover H. N. Williams Jane Howes John Adams Lewis Bruce Preston R. E. Cook Rienzi Rob t Raikes	Brig Schoon Brig Schoon do do	i i i i i i i i i i i i i i i i i i i		Genn Holmes Young Nickerson. Freeman Young Handy Cook Swift Cook Cook Cook	H. P. Higgma T. Hilliard Philip Cook J. E. Bowley Jobn Adama B. Allstrum Samuel Cook John Dunlap J. E. Bowley Ephraim Cook E. Cook
Brig 136	Spartan Union Virginia Walter Ervin	Bark. School	ner	190 90 115 130 114	Cook Nickerson Morton Tillson	Stephen Nickerson Jonathan Nickerson Winsor Snow Atkins Nickerson Henry Cook
Virginia	Orleans, Mass.	Brig		136	Macy	Winsor Snow
Holmes' Hole, Mass.			1	115	Morton	do
Amelia		Ship		461	Smith	Thomas Bradley
Com. Preble Ship 323 Lampner And Choate	Amelia					W. F. Laphamdo
Beverly, Mass. Brig 162 — Ryder F. W. Choate	Com. Preble	Ship		323	Lampher	
Gemdododo	Beverly, Mass.	Brig		169		3

ble showing returns of whaling-ressel

aptain.	Managing owner or agent.
C. Chase	F. W. Chardner
Lawrence	Oliver C. Swift
Cornoll Young Howard Nyo Young Genn Holmes Young Nickerson Freeman Young Handy Cook Horsey Cook Horsey Cook Titlson Horsen Horsey Titlson Horsen Hor	Samuel Cook H. P. Higgins T. Hillard Philip Cook J. E. Bowley John Adams B. Allstrum Samuel Cook John Dunlap J. E. Bowley Ephraim Cook E. Cook E. Cook Nathaniel Holmes Stephen Nickerson Jonathan Nickerson Winsor Snow
- Macy	Winsor Suow
— Morton	do
Smith	Thomas Bradley
- Hoxle Wright	W. F. Laphamdo
Lampher	Andrews Breed
Ryder	F. W. Choate

	Da	ite-	Result	of vo	yage.		
Whaling- ground.	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.		Remarks.
Pacific Ocean Atlantie db Pacific Ocean do do do do Neral Pacific Atlantie	July 16 July 21 Oct. 23 Oct. 26 Dec. 5	Aug. 4, 1855 Oct. 15, 1851 Aug. 10, 1852 May 31, 1855 May 23, 1855 Nov. 14, 1853 Mar. 17, 185- Dec. 29, 1855	630	1, 180	Lbs.	Ser Sol Con Ber Con Lo	at home 30 sperm; built at Plymouth 839. It home 1.0#0 sperm; sold 200 blackfish. I to New Bedford 1855. Inchested to Upola 1855. Inght the whale-oil at Navigator Islands of ship York the Arctic, off Company Island, April 26, 1853; had 400 sperm. In home 100 sperm, 1,050 whale.
North Pacific.	Aug. 12	July 25, 185	4 51	3 1, 8	28	. Fi	rst mate, Mr. Jones, killed by a whale 1853. Sent home 243 whale.
Atlantio	Mar. 3 May 20 Apr. 1 Io Mar. 2 Apr. 2 May 2 Apr. May 1 Apr. 5 Mar. May 1 Jan. Apr. May Apr. May Apr. May May Apr. May May Apr. May May	Sept. 28, 185 6 Oct. 23, 181 5 Sept. 20, 181 9 Dec. 7, 18 9 Dec. 7, 18 10 Oct. 18, 18 5 Oct. 15, 18 11 Oct. 16, 18 12 Sept. 29, 18 13 Sept. 29, 18 14 Sept. 29, 18 15 Oct. 26, 18 16 Oct. 26, 18 17 Aug. 9, 18 18 Oct. 26, 18 19 Jan. 28, 18 10 Oct. 29, 18 10 Oct. 29, 18 11 Sept. 16, 19 11 Sept. 16, 19 12 June 10, 1	51 51 551 551 551 551 551 551 551 551 5	10	- 1	A R	rithdrawn 1852; lost on Manatilla reef July 16, 1852. dided 1851. Do. sunk; four men lost 1851. Vithdrawn 1852. dided 1851. Blackfish. Added 1851; the 20 barrels were blackfish; withdrawn 1852. Transferred to Orleans. Nine men died on the voyage. Withdrawn 1853.
Atlantic				60 210 .	20		Formerly of Salem; wrecked near Chatham; bought by Cape Cod Whaling Company and fitted. Added 1850.
North Pac					1, 330 1	2, 000	Added 1851; badly burned by the crew 1852; sold to New Bedford 1855; sent home 12,700 bone.
Atlantio North Atla		3 Feb. 25, Jan. 24,	1852 1852	115	14	••••	Added 1851.
Indian Oce	ean Au	g. 21 June 15	1853	172	2, 150	28, 000	0
Atlantic . Indian Oc		r. 7 Nov. 24		250 420			Sailed once and returned leaking 8,00 a okes per hour. Adved 1851.

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1851.				
New London, Conn.	9.		9275 /. 7	Porking & Smith
	Schooner Bark	81 - 931 -	Whipple	Perkins & Smith Williams & Haven
Benj. Morgan	Ship	407 -	Chappell	Perkins & Smith
Brooklyn Caudace Clematis Clemet Corinthian Columbus Dove Dove	Bark Bark Bark Bark Bark Bark Bark Bark	360 31 311 579 505 344 151	Newry Walker Benjamin Laue Rogers Harris Rose Havens	
Franklin	Schooner Ship Bark	119 446 360	Williams Forseth	Perkins & Smith
Hannibal	Ship	441 -	LesterBalley	Benjamin Brown's Sous Frink & Prentis
Isaac Hicks	do	495	Skinner	Miner, Lawrence & Co
Jefferson	Schooner Ship Schooner Schooner Ship	347 128 376	Williams Babcook Morgan Church Quaii	do
Mogul	do	395	Fitch	William & Barnes
Montezuma	do Bark Ship	424 388 368 406		Benjamin Brown's Sons
Venice Vesper	Bark Ship		House	Weaver, Rogers & Co Williams & Barnes
Fall River, Mass.	Bark	225	Charles Petty	John S. Cotton
Warren, R. I.	Ship	807		s. P. Child
SmithfieldWarren	Bark Ship	164 383		R. B. Johnson Joseph Smith
Newport, R. I.				
Antelope	Bark Ship			Macy & Clark Peleg Clark
Boston, Mass.	. Bark	949	Cannon	
Rothschild September	do Brig			Philip A. Locke Francis Fluker
Salem, Mass.				Benjamin Webb
Margaretta	Bark			
Coriolanus	Ship	26	8 Grinnell	Charles Mallory

de showing returns of whaling-vessels

aptain.	Managing owner or agent.
Whipple Bartlett	Perkins & Smith Williams & Haven
Chappell	Perkins & Smith
Newry	do Williams & Haven Williams & Barnes Minor, Lawrence & Co. Perkins & Smith Chester & Harris Williams & Haven Benjamin Brown's Sons
Williams Forseth Smith	Perkins & Smith Williams & Barnes Weaver, Rogers & Co
Lester Balley	Benjamin Brown's Sous Frink & Prentis
Skinner	Miner, Lawrence & Co.
WilliamsBabcock Morgan ChurchQuaii	do
Fitch	
Benjamin Mason Pendleton Babcock	
- Harris - House	Weaver, Rogers & Co. Williams & Barnes
les Petty	John S. Cotton
- Sowle	s. P. Child
- Coit	R. B. Johnson Joseph Smith
or Potter	Macy & Clark Poleg Clark
_ Cannon	Oliver Locke
- Small - Farwell	Philip A. Locke Francis Fluker
_ Prior	Benjamin Webb
- Grinnell	Charles Mallory

	D	ate-	Resul	t of vo	yage.		
Whaling- ground.	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.		Remarks.
esolation Inldorth Pacific	Ang. 12 July 15	June 14, 185	Rbls.		Lbs.	Set 1	nt home 1,710 whale; shipped 212 sperm, 16 whale to London; sold at Honolulu December 19, 1854.
do	Oct. 7	Sept. 5, 185	6 8	1	13, 90	1 2501	of nome co sperm die .
do	July 11 July 2	Apr. 30, 185 May 2, 185	3	1, 34	13, 30 30, 40 5 37, 90	Sei	nt home 3,151 whale, 27,700 bone. nt home 57 whale.
do	July 2 July 29	May 8, 183	3 0	1.51	4	CO	ld to Provincetown 1854.
do Desolation Isld North Pacific.	i Ang. 18		3	56	10,00 3,00	0 Se	dded 1851. out home 40 sperm, 783 whale, 22,000 bone.
North Pacine. Indian Ocean . North Paci ne.	Dec. 16 Sept. 4	May 2, 185 June 27, 185 May 19, 185	54 56	1, 2	16, 00	O Se	ent home 40 sperm, 2,415 whale, and 12,998 pounds of bone.
Desolation Isld North Pacific	Sept. It	June 17, 18 Apr. 5, 18	56	73 3, 90 91 1, 9	33 36 11, 50 21 7, 40)0)0 St	ent home 18,300 bone; sold to Fairhaven
dc	June 2	Apr. 4, 18	54	97 1, 6 1 2, 3	78 03 23, 8	00 C	aut home 20,000 pounds of bone. aptsin Bailey came home sick 1853; Mr. Barker, first mate, murdered by one of the crew—a Kanaka—1859; sent home
			55	0.1	65 16, 9	00 8	lent home 40 sperm, 1,700 whale, and 48,670
do	1				300	1 1	iont home 41,284 pounds of bone.
Ind. and Arcti Desolation Isl	d Aug.		854		205 1, 4 391 10, 5	500	Added 1251. Do.
do	Aug.	4 May 6, 1 8 Oct. 28, 1	853 · · · · 851 · · ·		839 25~ 4,	000 8	Sailed again in 1852 and was lost in Davis's
Davis's Strait					154 39,	806	Strait. Sent home 24,570 bone; sold 400 whale at Pernambuco.
do Ind, and Pacif North Pacificdo	July June Aug.	15 May 27, 1 3 Apr. 20, 1	855 854 ···	133 2,	444 860 111 7,	200	Sent home 40 sperm, 508 whale, 15,772 bone. Sent home 108 sperm, 518 whale, 25,252 bone. Lost 1852 in the Arctic; had 600 whale, waved 200.
do	Aug.	12 June 9, 10 Apr. 19,	1854 1855	206 2,	266 31, 975 28,	100 30t	Sent home 5,500 bone. Captain House was killed by a whale; Mr Burch, who assumed command, died a Honolulu November 27, 1852; sent home 14,983 pounds of bone.
Atlantic	May	12 June 1,	1952	310			Added 1851.
North Pacif	ic. Nov.	17 Apr. 7,	1855	54 4	, 721 19	, 200	Bought from New York 1851; the larges whaler in service; sold 1855.
Atl. and Ind North Paci	ic. Nov	4 Apr. 22,	1853	456			Added 1851. Burned July 10, 1852, in Anadir Sea.
Pacific Ocea North Paci	n Nov	. 19 May 31	1855 1855	50 29	339 1, 189	3, 000	Added 1851; sent home 250 sperm, 500 whal Sold to New Bedford 1855; sent home 3,8: pounds of bone.
Indian Oce	an Sep	t. 18 May 17	, 1853		10		Added 1851; withdrawn 1853 - rout hon 135 sperm.
Atlantic North Atla	Jun	e 1 June 15	1852	277 150			Added 1851.
Atlantie	Ma	y 3 July 2	3, 1852	320	37		Added 1851.
		g. 7 May 2			1,860		

Table showing returns of whaling-vessels

	1		and the same of th	
o of weamel.	Class.	Tonnage	Captain.	Managing owner or agent.
1851.				
Mystic, Conn.—Continued.				
Hellempont	Ship	346 -	Manwarring	Randall, Smith & Ashly
Meteor	do	395 -	Jeffrey	do
Robin Hood Romulus Shepherdess	do Bark	395 - 365 - 274 -	McGinley Baker Watrous	C. Mallorydo Randall, Smith & Ashly
Stonington, Conn.				C. P. Williams
B. Williams	Ship	400 -	Pendleton	
Cabinet	Bark	305 - 295 -	Noyea Freeman	C. P. Williams
George	do	251 -	Stevens	do
Newark	Ship	393	Dickens	J. F. Trumbull
S. H. Waterman	do	480	Hall	C. P. Williams
Sarah E. Spear	Bark Ship	150 311 209		J. F. Trumbull
United States	Bark	244	W1100X	
Delta	do	314	Weeks	penter.
Italy Neva	Ship	369	Rowley	Ireland, Wells & Car penter.
Nile	do	403	Conklin	
Pioneer	Bark		Baldwin	D. G. Floyd
Sag Harbor, N Y.			a the Wardlam	
Black EagleColumbia	do do Ship	285	Jeremiah Ludlow Hallock Jaggar	John Budddo
Levant	do	382 316	Mercator Cooper David Smith	Gilbert H. Cooper
Nimrod	Barkdo Ship Bark Ship	299 236		Charles T. Deringdo John Budd. T. Brown
Oold Spring, N. Y. Alice	Bark Ship Bark Ship do	. 523 273 . 370	Edwards	John H. Jones
Truro, Mass.	Dete	143	Smith	Richard Sevens
Kachol	Brig	143	Dullen	
Two vessels sailed from San Frat deco-the Nile and the Russell. The data in regard to San Francisco an Provincetown are extremely hard t get at; vessels are reported arrivin; with no date of sailing, and railin, with no date of srival; and the pr duct is often wholly ignored in the reports. The Nile arrived Septembe 30, 1851, with 500 whale.	d d			

ISH AND FISHERIES.

ble showing returns of whaling-vessels

aptais.	Managing owner or agent.
Manwarring Jeffrey McGinley Baket Watrous	C. Mallory
Pendleton Noyes Freeman	John F Trumbull
Stevens Dickens Ifall Keene Gavit Barber Wilcox	
Weeks Rowley Case Conklin Baldwin Sisson	Ireland, Wells & Carpenter. David G. Floyd Ireland, Wells & Carpenterdo
niah Ludlow - Hallook - Jaggar ntor Cooper d Smith - Green - Nicholl	penter. Thomas Brown John Budd Huntting Cooper Gilbert H. Cooper Charles T. Dering
- Halsey Edwards Taber White Smith Ludlow Edwards Smith	John H. Jonesdo

Richard Sevens

HISTORY OF THE AMERICAN WHALE FISHERY.

	Da	te-	Result	of voy	age.	
Whaling.	Of arrival.	Sperm-off.	Wale-sil.	Whalelene.	Remarks.	
forth Pacificdo	Sept. 8		147	2, 897 1, 600 1, 950 2, 956	Lbs. 23, 000 14, 500 13, 300 26, 600 130, 000	to New Beattern trops.
Aretic North Pacificdo	Nov. 16 Nov. 16 Nov. 16 Nov. 16 Nov. 16 Nov. 16 Nov. 16	May 8, 185 Apr. 9, 185 Apr. 9, 185 Apr. 8, 18 May 21, 18 May 21, 18 May 31, 18	5 3 55 55 53 13	1, 38	7, 800 10, 15, 000 10, 25, 000 11, 20, 81, 20, 81, 20, 81, 20, 81, 80	withfrawii 2,24% pounds of bone, sent home 5,24% pounds of bone, Condemned at Homolulu 1854; ser t home 1,778 whale and 25,881 pounds of home, Withdrawn 1855; sold to New Hedford; sent home 344 whale and 16,300 home. Sent home 3,997 bone; added 1851; with drawn 1855. Added 1851. Sent home 700 whale and 15,000 bone.
Arcticdodododo	Aug. Oct. Sept. tic Oct.	2 May 10, 18 June 12, 19 1 Apr. 19, 19 31 May 15, 1	855	46 2, 3 16 2, 3 250	300 12, 00 351 13, 56 305 14, 16 550 3, 5	Broken up 1857; sent home 300 sperm at 29,592 pounds of bone.
Aretic North Pachdo South Atlandododododododo North Pachdo	Aug. Aug. July July June Bio. Oct. Oct.	2 Apr. 27, 19 May 12, 17 24 Oct. 7, 24 Aug. 10, 5 Aug. 6, 1 Apr. 22, 14 May 28,	1852	55 2, 690 191	718 409 1 1, 6 471 14, 5 300 290 1, 600 3, 600 1, 785 21, 341	ot 15 years; sent home 35,720 bone. at 15 years; sent home 35,720 bone. sent home 12,560 bone; lost 1-55. Built 1851; Captain Smith died Augu 1852; ship returned in consequence. Sent home 40 sperm.
North Pac . do Atl.and In North Pac do	dian Au	g. 2d May 3	1854 1854 1855 , 1853	0.451 1	7, 186 7, 2589 29, 380 11, 435 14, 2, 359 34	700

Table showing returns of whaling ressels

Name of vessel,	Class.	Tonnago.	Captain.	Managing owner or agent.
1959.				
New Bedford, Mass.	en in	310	Francia D. Drew	Wm. G. E. Pope .
Abigali	Ship Hark	333	Thomas Morrison	Cook & Snow
Addison	Ship Schooner Hark Ship		George H. Cash Philander Gifford Thos. H. Lawrenco Ebenezor Bradbury, jr	Isaac B. Richmond Wm. G. E. Pope I. B. Richmond Wm. P. Howland
Archer Arnolda Barolay	Bhip	360 981	O. C. Macomber Edward Hurding Asaph P. Taber	Edward W. Howland Jas. B. Wood & Co Henry Taber & Co do
carolay Caroline Caroline Carolina Carolina Carolina Carolina	do do do Bar k Ship	394 364 395 960 409	Hiram Baker Geo. W. G. fford Wan on H. Gray Josiah Hambles Andrew J. Wing	William Gifford 8, Thomas & Co 1. Howland, jr , & Co E. Perry & W. C. N. Swift
China Chili	do do Bark	370 291 963	Willis Howes Matt. Anderson James L. Smith	William Phillips Benj. B. Howard Charles Hitch & Son
Cleone	Ship	373	W. H. Sherman	Edmund Maxdeld
Congress, 2d	do	376	R. M. Hathaway	Gideon Allen
	do	315	Chas. H. Newell	Lemuel Kollock
Copia	do	345		J. B. Wood & Co
Daniel wood Desdemona Dunbarton	do Bark	995	John Ellia	T. & A. R. Nye L. B. Richmond
Emma C. Jones Empire	Ship	347		Edward C. Jones Abraham Barker
Falcon	do Bark		D. B. Nye, jr	Thos. Knowles & Co Swift & Alien
Gay Head		381		J. B. Wood & Co G. & M. Howland
George and Susan	do	27	Henry D. Norton George C. Rule Russel E. Snow	J. B. Wood & Co
Java Jireh Perry				
John	9 -	30	8 Otis Tilton	
John A. Parker	Bark	34	2 Wm. L. Taber	
Joseph Butler	do	19	Mayhew	
Kathleen		31	2 Allen	
KensingtonLafayette	Ship	31		
Laetitia		2	75 Silas Alden	4 1
Lancer			95 Edward F. Lakeman Philip Smith	Richmond & Wood B. B. Howard

HISTORY OF THE AMERICAN WHALE FISHERY.

le showing returns of whaling comels

	1
ptain.	Managing owner or agent.
D. Drew Morrison	Wm. G. E. Pope Cook & Show
H. Cash er Gifford Lawrence r Bradbury, jr	Isaac B. Richmond Wm. G. E. Pope L. B. Richmond Wm. P. Howland
Iterting	Edward W. Howland Jas. B. Wood & Co Henry Taber & Co do William Gifford S. Thomas & Co E. Perry & W. C. N. Swin
J. Wing Iowes uderson L. Smith	E. Perry & W. C. N. Swift William Phillips Benj. B. Howard Charles Hitch & Son
Sherman	Edmund Maxifeld
lathaway	Gideon Allen
I. Newell	Lemuel Kollock
Tallman	J. B. Wood & Co
llis brey Hathaway	T. & A. R. Nye L. B. Richmond
n Jenney	Edward C. Jones Abraham Barker
Gardner	Thos. Knowles & Co Swift & Allen
D. Wood C. Wight	J. B. Wood & Co G. & M. Howland
S. Jenckes D. Nortou C. Rule E. Snow Smalley	do
Lawrence	G. & M. Howland Perry & Swift
lton	Frederick Parker
Taber	Henry F. Thomas
Maybew	I. Howland, jr., & Co
Allen	James H. Slocum
Clark E. Allen	David B. Kempton I. H. Bartlett & Son
lden	F. & G. R. Taber
F. Lakeman Smith	Richmond & Wood B. B. Howard

Date-		hate-	Resul	t of vo	yage.		
Whaling-ground.	Of arrival.	Sperm-off.	Whale-oil.	Whatehen.	Romarka		
North Pacific Indian Ocean	June 1	Apr. 98, 1856 Mar. 4, 1856	Bbta. 296 637)	Bbls 1, 369 1, 05e	Lhn. 21, 000 700	Sent home 20,000 bone. Bought from Baltimore 1852; sent home 81 sperm, 11,208 bone.	
Pacific Ocean	Sept. 20 June 12 Nov. 94 May 3	July 14, 1856 Aug. 28, 1853 Aug. 11, 1856	1, 480	13 8		Sent home 85 sperm. Built at Baltimore; added 1852. First mate. Edward Howland, loat overboard 1852; bot near Chatham Islands 1853; Mr. Macy, first mate, and one man	
do	Oct. 5 July 19 July 7 July 27 Aug 3 Dec. 14	May 30, 1856 Sept. 26, 1855 Apr. 30, 1854 May 97, 1855 Mar. 8, 1856	1, 636 449 567 94 19 909	9, 005	9, 400 96, 100 8, 900 4, 000	loat; sent home 15 sperm. Sent home 20 aperm. Sent home 21 aperm. Sent home 41 aperm. Sent home 10 aperm, 1,584 whale, 1,800 bone. Sent home 150 aperm, 11,100 bone. Sont home 150 aperm, 11,100 bone. Bought from New York 1s52.	
Atlantic & Ind. North Pacific	Aug. 18 Aug. 10 June 22	July 19, 1856 Apr. 11, 1856 May 29, 1856	54	1,660	10, 600	Formerly a freighter; built 1844; added 1852. Lost on a reef in Pacific Ocean with cargo of 1,300 barrels whale.	
Pacific Ocean	July 13 May 18 Aug. 17	Mar. 31, 1855 May 28, 1855	1, 243 50		30, 500	Sent home f43 whale. Bought from Boston 1852; sent home 131 sperm. Built at Mattapoisett 1847; bought from Yarmouth 1852.	
Atlantic & Ind. North Pacific		Apr. 10, 1855 May 28, 1855				Bough from New York 1851; built at New York 1831; rebuilt 1840; sent home 35 aperm, 1,000 whale. Condemned at New Bedford 1855; sent home 550 whale, 10,557 bone	
Pacific Ocean		May 92, 1856 July 6, 1855 May 96, 1854	114 1, 466 121	1, 099	13, 900	nome 550 whate, 10,557 bone Built at Mattapolaett 1852; sent home 150 sperm, 1,250 whale, 10,000 bone. Captain Hathaway died at St. Helena March	
Atlantic & Ind. North Pacific	July 7 Aug. 4	Aug. 15, 1854 Mur. 15, 1856	1, 004	1, 200 2, 012	3, 500	15, 1854. Sent home 190 sperm. Bought from Nantucket 1852; sent home 9 514 whole 24 511 hope	
Facific Oceandododododo	Oct. 5 Sept. 23	June 2, 1855 May 19, 1856 June 28, 1856	1, 509	2, 075	2, 400 22, 000	Bought from Nantucket 1852; sent home 9 sperm, 1,323 whale, 7,470 bone.	
do	Oct. 4	May 23, 1857		356		Sent home 57 aprin, 3,000 bone; seized by convicts at Gallipages Islands; recap tured by a Swedish frigate. Sent home 716 spr rm. Sent home 731 sperm.	
do	Nov. 30 July 13 June 1	July 2, 1856 Sept. 13, 1856 May 5, 1856 July 28, 1855	1	96 54 1, 346	7, 900	Sent home about 150 sperm, 150 whale. Sent home 335 sperm. Bought from New York 1852; sent home 108 sperm, 15,269 b.ne.	
do	-	Nov. 2, 1835 June 16, 1856	140		1, 400	Sent home 225 sperm. 17,000 bone.	
Atlantic	May 4	June 93, 1857 May 26, 1854	557 675	90 143	1, 200	Built at Mattapoisett 1852; sent home 90 sperm. Bought from Nantucket 1852; sent home 99 sperm.	
Indian Ocean	Oot. 11	Feb. 17, 1855 July 25, 1857 Oct. 19, 1856	491 1, 385 552	999	1	Bought from New York 1851; sent home 499 sperra, 300 whale. Bought from Baltimore 1852. First mate taken out of his boat by a line	
do	June 15	Aug. 24, 1854 May 11, 1856 Apr. 21, 1854	598 2, 101 67	13	3	and drowned; bought from Warken 1859 Bought from Baltimore 1852; sent home 458 sperm. Built at Newburyport 1852. Added; 1852.	

Table showing returns of whaling-ressels

				and the same of th
Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1852.				
New Bedford, Mass.—Continued. Maria Mars Mars Mary Mary Mercator Mercator Mercator Mercator Mercator Montezuma Montgomery Mount Verbon Niger Orray Taft Osceola, 2d Osceola, 3d Pacific Polar Star Rainbow Rambler San Francisco Sappho Saratoga Silas Richards	Bark do Bark	210 213 89 287 246 340 335 196 249 352 437 176 197 200 385 475 475 474 398 475 474 398 320 320	James R. Allen Joseph Holley H. M. Plasket James M. Willis Harvey Phillips Jabez B. Howland Ephysium Harding	J. A. Parker L. Howland, Jr., & Co. Jas. H. Slocum Daniel Perry D. R. Greene & Co. Hathaway & Luce Alten Lucas J. & W. R. Wing Cranston Wilcox. Parlon Tillinghast C. R. Tucker & Co. William, Gifford F. & G. R. Taber William Phillips O. & E. W. Seabury
St. Peter	Bark	26	Thos. G. Young	C. R. Tucker & Co
Thomas Dickason	Ship	- 1	Asa Taber	Alex. Gibbs
UndineValparaiso	Barkdo		S. R. Tilton	Hatnaway & Luce
Vigilant	do	28		H. Taber & Co
William and Eliza Winslow	Ship Bark.	39		
Fairhaven, Mass.			11 TT Post -	Nathan Church
Amazon Joseph Maxwell John Coggeshall	1 do .	3	Edw'd H. Barber John H. Wady John O. Norton	Renben Fish
Martha Martha, 2d Ph'pe Delanoye	do .	3	98 — Meader Stewart Bavid G. Pierce	Warren Delano
Sam. Robertson Tahmiroo William Rotch	do .	3	William Washbur George F. Neil 90 C. Morslander	Reuben Fish
Winthrop	Bark	5	W. Woodward Joseph Dimmick	Levi Jenney, jr
Dartmouth, Mass. H. H. Crapo	- 1	- 1		

able showing returns of whaling-ressels

Captain.	Managing owner or agent.
C. Mooers Harrison Cleveland Reynolds L. Slocum R. Norton ds L. Dimon W. Kempton	Samnel W. Rodman C. R. Tucker & Co Charles Almy William P. Howland I. Howland., Jr., & Co J. A. Parker I. Howland, jr., & Co Jo. Jas. H. Slocum
am Cushing ezer F. Nye	Daniel Perry D. R. Greene & Co
Jernegan Hamlin	Mathaway & Luce
Skiff	J. & W. R. Wing
. Chisole	Cranston Wilcox
ph Holley	Pardon Tillinghast C. R. Tucker & Co
I. Plasket	William. Gifford
es M. Willis	F. & G. R. Taber
vey Phillips z B. Howland	
raim Harding Wilcox	Abraham Ashley, 2d Swift & Allen
os. G. Young	C. R. Tucker & Co
Taber	ant
lliam Merry	
n S. Deblois	
ra Pickens	H. Taber & Co Wm. H. Reynard
w'd H. Barber hn H. Wady hn O. Norton	
Meader Stewart wid G. Pierce	N. Church
illiam Washburn. orge F. Neil Morslander	I. F. Terry Fish, Robinson & Co Reuben Fish
. Woodward seph Dimmick	Dexter Jenney Levi Jenney, jr
nooner Jenking	Abner R. Tucker

	D	ate-	Result	of vo	yage.	
Whaling- ground.	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	Remarks.
acific Ocean ndian Cecan racific Ocean talantic ndian Ocean racific Ocean Rorth Pacific racific Ocean ndian Ocean North Pacific Pacific Ocean North Pacific Atlanticdo	May 3 July 22 Oct. 28 Nov. 13 July 15 May 25 June 10 July 28 Oct. 14 May 6	Mar. 24, 1856 Aug. 31, 185	30: 1,047 506 1 100 1 1 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	1, 979 1, 340 1, 75 0 1, 57	1, 300 18, 100 13, 000	brig in 1847; rerigged 1856; sont home
do	Oct.	Apr. 7, 185	5		25.20, 500 40; 7, 200	Formerly a brig in southern immer trade; built 1847; added and rerigged 1852; sent home 100 sperm.
do Pacific Ocean Atlantic Pacific Ocean North Pacific	Oct. 20 Oct. Dec. 1 June Dec. 1	June 2, 185 June 10, 185 June 10, 185 June 22, 185 June 22, 185 June 21, 18	56 56 55 5	95 2,7	60 8,000 34 16,300 113 50 7	whale; 13,100 one. Bought from Boston 1852; sent home 91 sperm, 968 whale, 12,120 bone. Sought from New York 1852; built 1849. Cantain Howland died at Paita October 35, 1853. 8 nt home 35 200 bone.
Indian Ocean North Pacific Indian Ocean Pacific & N. Pacific Ocea	Dec. Sune Oct. Oct.	22	356 856 855	535 202 1,	375 13, 10 768 1, 4	whater from 38, flattoned 800 whale, 14,000 bone; had sent home 325 sperm, 1,000 whale, 35,000 bone. Lost on Chatham Island 1855; sent home 274 sperm, 409 whale 63,000 bone. Added 1852; sent home 298 sperm, 14 whale, 11 633 bone. Bought from New York 1852; missing. Sent home 373 sperm and whale and 9,63 bone. Added 1852; sent home 135 sperm, 12,10 bone.
Indian Ocea Atlantic		18 May 27, 1 22 June 6, 1	856 1, 855	287 227		Formerly in merchant-service; added 1852 sent home 297 sperm, 250 whale.
North Pacit Pacific Ocea North Paci	in . Sept.	8 May 7, 1 25 May 3, 1	855 .	210 2	, 984	Bought from New Bedford 1852; sent how 112 whale, 12,900 bone.
Pacific Ocea Indian Ocea Pacific Ocea North Paci	an May Sept	19 Nov. 16, 8 Sept. 28, 18 Apr. 5,		1	873 8, 000 10, 1, 172	Sent home 211 sperm, 523 whale, 15,5 hone. Sent home 56 sperm, 117 whale. Sent home 56 sperm, 11 (60) hone.
Pacitic Oce Atlantic Indian Oce	an . Jan. Jan.	1 Apr. 25,	1855	335 852 386	73	ford 1850.
Pacific Oce		g. 13 May 1,	1854	869	В	Built 1852; sent home 98 sperm.

Table showing returns of whaling-ressels

Name of vessel.	Class.	Топпаде.	Captain.	Managing owner or agent.
1859.				
Westport, Mass. Clisabeth	do	165	Edward G. Sowle	Andrew Hicks Rescom Macomber Jenry Wilcox do Ack. H. Corey Henry Smith John Hicks
r. Winslow	do	217	Reuben C. Hicks	A. Hicks
Mattapoisett, Mass. Amawan Jiara Bell Excellent. Massasoit Sarab Samuel and Thomas. Willis	Bark	148 159 295 70 206 179 191 164	Daniel Flanders Benjawin Smith Amos Haskins Bartlett Mayhew Ephraim Poole	R. L. Barstow Seth Freeman R. L. Barstow John T. Atsatt Caleb King, jr Wilson Barstow R. I. Barstow do
Newport, R. I.		220	Dexter	Josiah S. Munroe
George				
William Lee	Ship	311		
New London, Conn. Corea Delaware	Ship	368	C. Strong Holt	Williams & Barnes
Exile	Barkdo	29: 24:	Brown	Frink & Prentis
N. S. Perkins				
Pearl	Bark			
PeruvianTopaz	Ship Brig			E. V. Stoddard Benj. Brown's Sons
Stenington, Conn. Byron	Schoon Bark	er 10	7 Williams Wilcox Pendleton	J. F. Trumbulldo
Greenport, N. Y.			52 J. M. Case	Wells & Carpenter David G. Floyd
Caroline	Ship Brig		35 H. A. Babcock	David G. Floyd
Mystic, Conn. Æronaut	Shipdo		Eldridge	Charles Mallory Geo. W. Ashbey & C
Leander Lion Washington	· · · OCHOO!	ner 1	Holmes	do
Sag Harbor, N. Y.			30 — Halsey	William R. Post
Charlotte	Brig . Bark.	9	Halsey E27 —— Cartwright .	Gilbert H. Cooper

Williams	aptain.	Managing owner or agent.
C. Hicks A. Hicks Clark R. L. Barstow Seth Freeman Flanders Seth King, jr Wilson Barstow Seth Manroe Seth Seth Manroe Seth Seth Seth Seth Seth Seth Seth Seth	Manchester Ricketson in C. Wing W. Sowle	Alex. H. Corey
Dexter Josiah S. Munroe	lart C. Hicks	A. Hicks
Cranskie	IIII T OUND STOOSS	R. L. Barstow Seth Freeman R. L. Barstow John T. Atsatt Caleb King, jr Wilson Barstow H. L. Barstow do
ong Holt Williams & Barnes Butler E V. Stoddard Brown Perkins & Smith Rice Frink & Prentis Allyn Forsyth Williams & Haven Morgan E. V. Stoddard Benj. Brown's Sons Holt John F. Trumbull Williams F. Pendleton & Co Wilcox J. F. Trumbull Pendleton do Wilcox J. F. Trumbull Pendleton G. Wells & Carpenter Babcook David G. Floyd — Eldridge Charles Mallory Geo. W. Ashbey & Co Holmes C. Mallory Geo. W. Ashbey & Co Eldridge G. W. Ashbey & Co		
Allyn Forsyth Williams & Haven Morgan E. V. Steddard Benj. Brown's Sons Holt John F. Trumbull Williams J. F. Pendleton & Co. Wilcox J. F. Trumbull Pendleton do Wilcox do Wilcox do Wilcox do Wilcox Case Babcock David G. Floyd E'dridge Charles Mallory Geo. W. Ashbey & Co. Holmes C. Mallory Clark do G. W. Ashbey & Co.	Cranskie ong Holt	Williams & Barnes
Forsyth Williams & Haven Morgan E. V. Steddard Benj. Brown's Sons Holt John F. Trumbull F. Pendleton & Co. Wilcox J. F. Trumbull Od. Wilcox do	Butler Brown Rice	E.V. Stoddard Perkins & Smith Frink & Prentis
Morgan E. V. Stoddard Benj, Brown's Sons Brown's Sons Brown's Sons Benj, Brown's Sons Brown's Sons Brown's Education of Property of Sons Benj, Brown's Education of Benj, Brown's Babcock Benj, Brown Benj, Brown Benj, Brown Benj, Brown Benj, Brown Benj, Brown's Benj, Brown's Benj, Brown's Bonn Benj,		
Williams		
E'dridge Charles Mallory Geo. W. Ashbey & Co Holmes C. Mallory do G. W. Ashbey & Co	- Wilcox - Pendleton	John F, Trumbull F, Pendleton & Co J, F, Trumbull do do
- Holmes C. Mallory	Case Babcock	Wells & Carpenter David G, Floyd
- Clark G. G. W. Ashbey & Co	- Eldridge	Charles Mallory Geo. W. Ashbey & Co
- Halsey William R. Post	- Clark	do
Lowen	- Halsey - Cartwright .	

	Di	ite-	Result	of voy	rage.	
Whaling- ground.	Whaling-ground.		Sperm off.	Whale-oil.	Whalebone.	Remarks.
Atlanticdododododo	July 17 June 23 June 18 May 30 July 29 July 9 June 14 Nov. 11	Aug. 19, 1854 Apr. 3, 1854 July 26, 1854 Sept. 6, 1853 July 27, 1854 Oct. 15, 1853 Aug. 14, 1853 Apr. 11, 1856		40		Added 1852, at Dartmouth. Built 1852, at Dartmouth. Added 1852, from Providence; second mate, T. Allen, killed by a whale August, 1852.
Atlanticdo	Apr. 27 May 4 Aug. 7 June 10 Nov. 20 Dec. 6 Sept. 5 May 3	Sept. 1, 185		9	7 4 1 2,00	OOO Built 1852 at Mattapoisett. Added 1852; sent home 17 sperm.
Indian Ocean. Indian & Pacifi	Sept. 29		-	00		Added 1852: Captain Dexter died April 18, 1853; no oil reported Illegally detained in Tombez three months.
North Pacific		Apr. 19, 183 May 8, 183	57		52 37, 0 16	000 Added 1852. Added 1852; sent home 1,750 whale, 62,200 bone.
Desolation Islandsdo South Atlantic North Pucific Atlantic & Inc.	Sept. 2 Oct. Sept. 2	9 July 15, 18 7 July 15, 18 2 Mar. 18, 18	56 57	37 1, 7 32 7	112 (48 6, 6, 6) (196	bone. Built 1852; sent home 328 whale, 21,045 bone. One Added 1852; sent home 369 sperm, 50 whale,
Desolation Isl Atlantic	d. Aug. 1	9 July 6, 18	54	43 1,	946 4,	1, 400 bone. 1, 300 Wrecked and condemned at Falkland Islands April, 1853; oil, 95 barrels, saved; added 1852.
South Atlant: Indian Ocean Patagonia S. Shetland I Patagonia	July Sept.	24 May 7, 18 20 May 7, 18 27 May 18, 18	353 956 853 953 853	1,	680 4, 382 17, 40 530	4,000 Withdrawn 1855; sold to New Bedford. 7,000 Added 1852 from Rockland; built 1851. Elephant.
South Atlant		19 Aug. 5, 1 15 Sept. 3, 1	854 852	700 150		Sold to New Bedford 1855.
8. Shetland I Patagonia	Ang. July	9 May 22, 1 10 May 18, 1	853	1,	188 · · · 220 · 1	1,500 Hudson seized at Falkland Islands with schooner Washington, her tender, by an English vessel; released by United States ship Germantown; sold to Fairhaven 1855.
South Atlan S. Shetland I Patagonia	L Aug.	18 July -	1854 1853 1854		, 144 8	8, 500 Added 1852; no report of oil. No report of oil.
South Atlan North Pacif	ic Ang		1856	134 39	-	Captain Halsey left in 1853, sick. 3,000 Added 1852 from New Suifolk; withdrawn 1856; sent home 7,000 bone. 18,600 Sent home 97,000 bone.
South Atlan		27 May 15, Mar. 16,	1854	137	1, 190	9, 2001

Table showing returns of whaling-vessels

		-1		1	
Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.	
1852.					
San Francisco, Cal. Aquetuet Columbia. Emily Farnham Emily Farnham Mary Helen Nile. Russoli Zoroastet	Ship Schooner Schooner Brig Ship Bark Brig	300 110 216 110 160 320 301 159	Taylor Phillips Miller Minor Seammon Ota Webb Cootey Thomas	Chas. H. Todd	
Sippican, Mass.	g.1	119	Chas. B. Hammond	Stephen C. Luce	
Altamaha	Schooner	119	Care an andiamonican		
Holmes' Hole, Mass. Helon Augusta	Bark	270	West	Thomas Bradley	
Nantucket, Mass.			Decid Care	John H. Shaw	
Barolay	Ship	301			
Catawba	do		-		
Constitution Daniel Webster Gazelle	do	330	6 Henry Starbuck 0 William Upham	C. & M. Starbuck & Co.	
Homer	Brig	. 36	Joseph Fisher Benjamin C. Sayer James H. Haughton .	E. Field & F. C. Sanford	
Oneco	Ship	10	Alex. G. Brown Abraham Swain Edward B. Hussey, ju Henry Pease	Robert F. Gardner	
Richard Mitchell	do	38	Thad. C. Defriez	Field & Sanford	
Edgartown, Mass.	Bark		32 James E. Huxford		
MarySarabWalter Scott	Ship	3 2	Gustavus A. Baylies Collins	Abraham Osborn	
Sandwich, Mass. Amelia	Schoon Brig	101	Abraham Hoxie Chadwick	W. F. Lapham	
Provincetown, Mass.	Schoor)er	Cook	93 1 31 - L	
Alleghany Alexander Antarctie Chanticleer E. Nickerson F. Bunchinia	do .		75 Snow	B. Allstrum J. E. Bowley Samuel Cook Enoch Nickerson Enas Nickerson	
Franklin Hanover Harriet Neal H. N. Williams Jane Howes. John Adaws Lewis Bruce Louisa Parker Cook Phenix Preston	doSchoodododoBrigSchooBrigBrigSchooBrigSchooBrigSchooBrigSchooBrig	oner	172	R. L. Thatcher Philip Cook. J. E. Bowley John Adams B. Allstrum S. Cook Ephraim Cook	

HISTORY OF THE AMERICAN WHALE FISHERY.

le showing returns of whaling-ressels

FISH AND FISHERIES.

Millor J. B. Millor & Ludlow estammon Harrington & Ludlow estammon Harrington & Ludlow estam Moore & Folger Sootey do Thomas Webb & Harris 3. Hammond Stephen C. Luce West Thomas Bradley	aptain.	Managing owner or agent.
Cottle	Taylor Phillips Miller Miller Soammon ebb Cootey Thomas	J. B. Minor
Cottle	3. Hammond	. Stephen C. Luce
Swain, 9d. h Winslow C. G. & H. Coffin y Starbuck Zenas L. Adams	West	Thomas Bradley
h Winslow C. G. & H. Coffin Y Starbuck Zenas L. Adams Mu Upham G. & M. Starbuck & Co. h Fisher Kelley, Coffin & Co Edward W. Perry St. Haughton Field & F. C. Sanford Field & F. C. Sanford Field & F. C. Sanford Field & F. Gardner Y Pease E. W. Perry E. W. Perry E. W. Perry E. W. Perry St. C. Coffins Denjamin Worth Sanford Sanfo	Cottle	John H. Shaw
G. Brown E. G. Kelley Matthew Crosby, Jr. Robert F. Gardner E. W. Perry Pease. I. C. Defries Field & Sanford Mwn. H. Munroe Mavus A. Baylies Abraham Osborn Denjamin Worth Month Mo	h Winslow y Starbuck am Upham	C. G. & H. Coffin Zenas L. Adams G. & M. Starbuck & Co. Kelley, Coffin & Co
avus A. Bayliss Abraham Osborn. Collins Benjamin Worth. abam Hoxie W. F. Lapham Osborn. Cook B. Allstrum. Snow J. E. Bowley. Cook Samuel Cook. Ryder Enoch Nickerson. Soper Samuel Soper Holmes T. Hilliard. Rider R. L. Thatcher Joseph Philip Cook. Doyle J. E. Bowley Samuel Soper Samuel Soper Ryder. Rider R. L. Thatcher Joseph Philip Cook. Doyle J. E. Bowley Samuel Soper Special	G. Brown ham Swain	E. G. Kelley
avus A. Baylies Abraham Osborn Collins Benjamin Worth Chadwick do Cook. B. Allstrum Cook. Snow J. E. Bowley Cook Bannel Cook Ryder Enas Nickerson als B. Tuck Enas Nickerson Holmes H. Hilliard Hilliard Hilli Cook J. E. Bowley Soper Samuel Soper Hilliard Hilli Cook J. E. Bowley Bannel Foeman Holmes H. L. Thatcher Hillip Cook Joseph J. E. Bowley John Adams Handy Handy S. Cook Ephraim Cook	l. C. Defriez	Field & Sanford
abam Hoxie W. F. Lapham do	avus A. Baylies	Abraham Osborn
Snow J. E. Bowley Cook Samuel Cook. Ryder Enoch Nickerson ncis B. Tuck Enas Nickerson Soper Samuel Soper Holmes T. Hilliard Rider R. L. Thatcher Joseph Philip Cook. Doyle J. E. Bowley Lben Freeman John Adams Young S. Cook Cook Ephraim Cook		
- Soper		B. Allstrum
	Soper	Samuel Soper T. Hilliard R. L. Thatcher Philip Cook J. E. Bowley John Adams B. Allstrum S. Cook Ephraim Cook

	D	ate—	Resul	t of vo	yage.		
Whaling- ground.	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.		Remarks.
Arctic	Apr. 3 Apr. 1 Apr. 15 Apr. 1 Apr. 1 Jan. 25 Jan. 19 May 1	Oct. 31, 185 Aug. 11, 185 Aug. 26, 185 Oct. 30, 183 Sept. 21, 185 Aug. 18, 185	2	35 1, 80 1, 50 1, 50	0	ENN	lephant. to report. to report. Che 100 barrels were elephant-oil. Added 1852; withdrawn 1853.
Atlantic	July -	Aug. 15, 18	33	60 4	10	1	
South Atlantic	June 2	Mar. 12, 18	54 3	20 8	3, 0		Added 1852 from New Bedford; built 1849; sent home 377 sperm, 510 whale, 2,400 bone. Condemned at Tabiti 1856; oil shipped
Pacific Ocean .	July 1	3	•••				nome by schooner Heloise and test
do	la .			789	30		Sent home 417 barrels sperm; Broken up 1856.
dododododo	Aug.	5 June 1, 1	356 357 1,		25		Sold to New Bedford. Built 1853 at Mattapoisett; Captain Upham died on the voyage; sold to New Bedford. Built 1848 at Woolwich, Me.
Atlantio Pacific Ocean do	Aug.	6 Sept. 12, 1 5 May 11, 1	856	300 1,5			Built 1852 at Newburyport; sent home 443 barrels sperm; burned at Payta October, 1854.
Atlantic do Indiau Ocean Pacific Ocean	Sept. Dec. May	19 Aug. 7, 1	853 856 1, 856 1,	,	100		Broken up at New Bedford 1857. Was taken upon the marine railway at Brant Point, Nantucket, and the hull re- paired; burned there in 1859. Sent home 330 barrels sperm; sold to
do	Dec.				382 6	- 200	Edgartown.
Sooloo Sea			1	835 77 1	857 14		sent nome 30 sporm.
Pacific Ocean North Pacific				168		, 500	Condemned at Carrao 100a
Atlautic		10 Mar. 19, 26 Feb. 15	1853 1853	129 250	4		Formerly a Boston and Baltimore packet added 1851.
Atlanticdodododododododododododododododo	Apr Jan Mar Jan	10 ()ct. 20	1852 1852 1859	160 240 120 175 520	150 50 100 98		hack.
do do do do do do do do do	Jan Ma Ma Fel Ma Ap Ap Ma Ap	. 27 Oct. 26 y 22 Oct. 14 r. 22 Sept. 1 Jan. 15 r. 24 Apr. r. 26 Sept. r. 2 Nov. Sept. 1 r. 26 Nov. 1 ue 29 Jan. 1	0, 1859 1, 1852 1, 1852 5, 1854 5, 1853 3, 1852 2, 1852 0, 1852 2, 1853 0, 1854	230 240 175 81 60 205 170 115 202 120	25(Withdrawn 1853.

Table showing returns of whaling-ressels

	1		-		
Name of wossel.	Class.	Tonnage.		Captain.	Managing owner or agent.
1852.		_		•	
Provincetown, Mass.—Continued. R. E. Cook Rienzi S. R. Soper Sam'l Cook Shyloek Union Walter Erwin Walter K	SchoonerdodoBrigdodododo	100 136 196		Nickerson Katon Soper Smith Green Genn Nickerson Tilson	John Dunlap J. E. Bowley S. Soper S. Cook Nathaniel Holmes Jonathan Niekerson Henry Cook
Orleans, Mass.	Bark	17:	1	William Martin	Thomas A. Snew
Corvo Esther Virginia	Brig		6 -	Hopkins Pettengill	Heman Smithdo
Truero, Mass.		1.		Smith	Richard Stevens
Eschol	Brig	14		Ryan	do
Beverly, Mass.	Bark	. 16	14	Brown	F. W. Choatedo
B. Franklin Gem N. D. Chase	Brig Bark	. 16	2	Chase	do
Boston, Mass.		1		Small	Philip A. Locke
Rothschild	Bark Brig		53	Heath	Francis Fluker
Fall River, Mass.	Bark	96	3.0	Baker	John S. Cotton
Ærial	Ship	. 3		Baker	Wm. Lindsey
D. M. Hall	. Bark	20	63	Manchester	John St Cotton
Salem, Mass.	Bark.	0	30	Holmes	Benjamin Webb
Margareita	. Bark	-	3		
Warren, R. I. Belle Benjamin Rush	Bark Ship		86 85	Borden Munroe	
Bowditch. Covington. Florence Mary Frances Millinoket.	do	333	990 351 386 311 160	Waldron	R. B. Johnson S. P. Child
1853.					
New Bedford, Mass.					C. R. Tucker & Co
Adeline			399 400	Abm. Barker, jr	Abraham Barker
		1 5	249 184	D W Dexter	
Alfred	Bark.	!	257 303	Abuer West	William P. Howland
Andrews	Ship .		310	Henry M. Bonney	Alexander Globs
Balæna Bevis	l uo -		301 214	Seth D. McFarlin	
			974 351	Gilb. B. Borden	T Howland ir. & Co.
Chas, W. Morgan	do .		290	John Manter	I. H. Bartlett & Son I. Howland, jr., & Co I. Kollock & Son I. James D. Thompson
Champion	Bark		184 38	Tristram P. Ripley John Manter William B. Waterma Benjamin F. Ellis Frederick Slocum	Thomas Knowles & Co David B. Kempton

Captain.	Managing owner or agent.
Nickerson Katon Soper Smitb Green Geen Nickerson Tilson	John Dunlap
m Martin Hopkins Pettengili	Thomas A. Snow Heman Smithdo
Smith	Richard Stevensdo
Brown Cook Chase	F. W. Choatedodo
- Small - Heath	Philip A. Locke Francis Fluker
Baker Bragg	1
- Holmes	Benjamin Webb
– Borden – Munroe	S.P. Childdo
— Waldron — Newman rles Barton — Smith — Worth	
eph Brotherson Barker, jr barker, is barker, is v. Dexter v. Dexter d Smith Bonney n S. Dorman h D. McFarlin b. B. Borden Stram P. Ripley n Manter lliam R. Waterm jamin F. Ellis dierick Slocum	P. & G. R. Taber William G. E. Pope Jos. A. Beauvais. William P. Howlard. Alexander Gibbs J. & J. Howland Benjamin B. Howard. I. H. Bartlett & Son. T. Howland, Jr., & Co.

	De	ate-	Result	of vo	yage.		
Whaling- ground.	Whaling- ground.	Sperm-oil.	Whale-oil.	Whalebone.		Remarks.	
Atlantic	Apr. 16 Apr. 16 May 26 Mar. 12 June 8 Mar. 29	Aug. 8, 1859 Oct. 14, 1859 Dec. 20, 1859 Aug. 29, 1853 Dec. 8, 1855 Sept. 9, 1852 Jan. 11, 1853 June 27, 1853	150	16	50	. A	ided 1852. Tithdrawn 1853. Iso 15 barrels blackiish.
Atlanticdodo	May 19 June 28	July 30, 185	3 36 3 7 2 27	ol :	25	A	dded 1852 from New York.
Atlanticdo		Oct. 20, 185	3	10			Sought from Boston 1852; condemned at Saint Thomas November 4, 1852.
Atlantic	Feb.	Sept. 21, 18, Apr. 28, 18, Oct. 30, 16	53 3	50 00 60	50		Added 1851.
Atlantic		4 Aug. 8, 18 June 18, 18		91 20	150		Sold to Orleans 1854. Sold to Orleans 1853.
Atlantic North Pacific Indian Ocean	Sept.		56	80 1,	41 944 11 9	600	Sent home 31 sperm. Sold to New Bedford 1856; sent home 20,303 bone. Addel 1852; salied again October 27, 1852; returned September 5, 1853, with 259 sperm and 1 whale.
Atlantio	Sept.	17 Dec. 8, 1	853	180	30		
Pacific Ocea N. W. Coast	Oct.	13 June 10, 1		114 50	40 -		Built at Warren 1852; sent home 5,600 bone. Put into New Bedford; Captain Munroe and three men killed by a whale Febru- ary 24, 1853; crew discouraged. Sent home 22,050 bone.
North Pacifi do Indian Ocea Pacific Ocea Indian Ocea	n Sept. n Sept.	th a mine so	958	32 1 118 804 940	1, 524 1 1, 538 100	2, 700	Sent home 22,050 bone. Sent home 25 sperm, 296 whale, 20,000 bone. Added 1852. Third mate died at sea 1852; sold to New Bedford 1855.
Pacific Oce North Paci Atlantic do do Pacific Oce	fio July Aug Nov May Jun	90 May 6, 9 May 5, 5 Apr. 7, 7 7 Sept. 22, e 20 Mar. 25,	1856 1857 1856 1855 1854 1858	33 138 336 86 309 530 970 642	40 61		Sold to Boston for a Fayal packet 1855. Sold to Mattapoisett 1855. Sent home 200 sperm. Lost on Gallipagos Islands 1853. Sent home 473 sperm.
Indian Oce North Pac do Pacific Oc do Indian Oc	ino Nov	t. 20 Apr. 27 t. 1 t. 22 July 3 t. 16	1855	17 268 511	1, 401 1, 958 1, 841 2, 633	12, 00 27, 00	O Sent home 10, 100 bone. Lost 1855. Sent home 90 sperm. Condemued at Mahe 1853.

Table showing returns of whaling-ressels

Name of vossel.	Class.	Toursie.	Captain.	Managing owner or agent.
1853.				
New Bedford, Mass.—Continued. Cleero Clarice Condor Cortes Cortes Corsack Edward Edward Eagle Eliza F. Mason	ShipdoBarkdo	952 331 937 349 382 919 956 974 336 582	Fobes W. Manchester S. Henry Gifford Peleg W. Gifford Stephen Kempton. Charles F. Stetson Reuben W. Grapo. Ansel Tripp. Abner Smith. Cannon Nathaniel M. Jernegar	T. Knowles & Co Swift & Perry I. Howland, jr., & Co
Florida Franklin Franklin, 2d.	Barkdo	973 919 333	Roland T. Packard Samuel Lee	William P. Howland
Franklin	do	. 243	William C. Parsons Henry Tew	William Gifford
George Gideon Howland Giov. Troup Hisola Hisola Hisornia Hispen Hibornia Hispen Hibnois Hibnois James Andrews James Andrews John Dawson Joshua Bragdor Julior. J. E. Donnell Keoka.	Bark do Ship Ship Bark Ship do Bark Ship do Bark Ship do Ship do Ship	379 430 200 332 322 411 311 327 397 45 933 45	Charles R. Bryant Anthony Milton Henry T. Gefford Joshua W. Fotter John Mr. Honoy well George A. Covel John C. Weeks Benjamin Kelley William Earl William Earl Benjamin Swain S. Samuel H. Crowell Benjamin Swain S. H. Andrews John G. Howland Martin Palmer	E. C. Jones. T. Knowles & Co. Perry & Swift Robert Gibbs W. & C. D. Wakkins Wood & Nye E. C. Jones. Charles Hitch & Son. Henry Taber & Co. Swift & Allen J. & W. R. Wing Lawrence Grinnell. D. R. Greene & Co. Swift & Allen James H. Slooum J. Bourne, jr.
Lagoda	do .	3	Benjamin B. Lampl	hierdo
Lapwing Levi Starbuck Lewis	do . do . do .	3	William Weeks William Jernegan Obarles A. Bonney	Chapman & Bonney
Lexington	Bark. Ship		Hilliard Mayhew . 306 Henry P. Barker .	Abm. Barker
Louisias Louisa Majestic Murcella Murcia Mury Frazler Mary Ann	Bark Ship Bark Ship		297 Jeremiah C. Nortot 316 Daniel B. Green 207 Thomas Percival 210 Benjamin S. Morto 315 Isasc H. Wing 288 James S. Hazard 214 A. H. Macomber	S. Thomas & Co C. R. Tucker & Co E. W. Howland
Metacom			360 E. H. Woodbridge 326 Exra T. Howland.	

FISH AND FISHERIES.

able showing returns of whaling-vessels

Captain.	Managing owner or agent.
W. Manchester ary Gifford W. Gifford en Kempton es E. Stetson en W. Crapo I Tripp r Smith - Canpon aniel M. Jernegar	T. Knowles & Co
ph C. Little nd T. Packard nel Lee	Edward C. Jones Isaac M. West Francis Post
ah Richmond iam C. Parsons ry Tew	William Gillord
than Jenuey ries R. Bryant hony Milton ry T. Gizford ina W. Fotter n Ms Honeywell ry Waito rge A. Covell n C. Weeks jamin Kelley	John A. Parker I. Howland, jr., & Co E. C. Jones T. Knowles & Co. Perry & Swift
mas Sullivan liam Earl	Henry Taber & Co Swift & Allen
nuel H. Crowell jamin Swain . Andrews a Charry	J. & W. R. Wing Lawrence Grinnell D. R. Greene & Co Swift & Allen
n G. Howland tin Palmer	James H. Slocum J. Bourne, jr
jamin B. Lamphier	do
liam Weeks liam Jernegan rles A. Bonney	E. C. Jones E. W. Howland Chapman & Bonney
iard Mayhew ry P. Barker	B. B. Howard Abm. Barker
miah C. Norton iel B. Green mas Percival. jamin S. Morton c H. Wing es S. Hazard L. Macomber	T. & A. R. Nye
. Woodbridge T. Howland	J. B. Wood & Co

HISTORY OF THE AMERICAN WHALE FISHERY.

	1	Jate-	Resui	t of ve	yago.	
Whaling ground.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	Romarks.	
Pacific Oceandodo	July 7 June 90 Oct. 16 Sept. 16	Apr. 14, 1856 June 9, 1857 May 19, 1856	Bbls. 82 1, 270 109	Bbls 643	701	Sont home 6,140 bone. Lost in Saghalien Bay, September 7, 1854. Sent home 40 whale.
do	Sept. 13 Oct. 24 Aug. 1 Oct. 6 Oct. 19 Dec. 2	May 19, 1866 Feb. 22, 1857 May 7, 1857 Apr. 24, 1857 May 11, 1856 Apr. 5, 1856 Apr. 10, 1857	93 76 95	1, 971 1, 98: 1, 964	11, 204 1, 806 9, 304 15, 006 34, 204 16, 80	Sent home 14,000 bone. Sent home 403 sperm, 295 whale, 9,500 bone. Sent hone 7,170 bone. Sent hone 10,361 bone. Sent bome 350 whale, 6,500 bone. Bought from Baltimore 1r53; bullt 1851; fired by crew and considerably burned 1855; sent home 20 sperm, 907 whale,
do	Oct. 15 Sept. 1 June 25	Sept. 4, 1856 Sept. 16, 1857 July 8, 1857	319 794 914	1, 93e		12,300 bone. Sent home 7,659 bone. Sent home 406 aperm, 14,790 bone. Bought from Warren 1852; sent home 331 aperm.
North Pacific Pacific Ocean North Pacific	Sept. 5 Nov. 16 Nov. 17	May 6, 1857 Apr. 10, 1858 June 15, 1856	910 697 152	1, 154	5, 401	Sent home 405 sperm. Sent home 8,580 bone; Captain Tew died May 11, 1856.
Atlantic & Ind North Pacific do Indian Ocean North Pacific	Sept. 20 Sept. 2 Aug. 2 Apr. 21 Dec. 1	Aug. 9, 1857 May 7, 1857 Mar. 16, 1856 Nov. 16, 1855 May 30, 1857	192 1,845	1, 27: 3, 301	5, 500	Sent home 54 sperm, 9,000 bone. Sent home 84 sperm, 1,026 whale, 20,000 bone. Sent home 14,000 bone.
Atlantic & Ind Indian Ocean North Pacific Indian Ocean	June 7 Aug. 16 Oct. 18 June 16	Aug. 8, 1857 May 4, 1856 July 2, 1857 June 9, 1854	199 905 212 62	537 66:	5, 106	Sent home 45 whale, 12,000 bone, Sent home 1,209 sperm. Sent home 27 sperm, Sept home 450 whale, 3,000 bone; Captain
North Pacific Pacific Ocean North Pacific	Dec. 13 May 3 Sept. 6	Oct. 8, 1857 Nov. 29, 1856 May 5, 1857	2, 550 45	1, 18: 6: 1, 74:	500 2, 900	Kelley was hurt in Marguerita Bay. Built 1652. Built at Dartmouth 1853. Sent home 973 whale, 12,000 bone.
Atlantic & Pac Pacific Ocean North Pacificdodo	May 2 Oct. 29 Sept. 17 Aug. 30	Aug. 2, 1867 May 16, 1-57 Apr. 11, 1857	314	46 46 2, 536	5,000	Added 1853. Added 1853; sent home 875 sperm, 561 whale.
Pacific Ocean North Pacific	Oct. 29 Sept. 22	May 7, 1857	147	20		Formerly a merchantman; added 1853; sold to Westport 1857. Sent home 402 whale, 19,100 bone; built at Gardiner, Me. 1853; sailed once and re-
do	Nov. 3	May 25, 1856		1, 68 3	23, 00 0	of his boat at Shantoe Islands October 9 1855: sent home 149 sperm, 825 whale
Atlantic & Ind North Pacific		Feb. 27, 1856 Apr. 30, 1857 May 0, 1857	2, 100	2, 302	9, 600	12,500 bone. Built at Mattapoisett 1853.
ndian Ocean North Pacific	Oct. 12	Nov. 14, 1854 June 3, 1857	59 79	1, 270	3, 300	Sent home 321 sperm.
Pacific Ocean North Pacific do Pacific Ocean North Pacific do Atlantic	Aug. 9 July 20 Nov. 23 Nov. 29 Oct. 29	Sept. 8, 1857 July 12, 1856 Apr. 15, 1857 July 11, 1856 May 7, 1857 June 19, 1856 May 20, 1856	1,000 157 207 234 240 153 455	1, 543 1, 370 1, 861 1, 70:	3, 900 24, 300	Sent home 590 whale, 10,000 bone, Sent home 63 sperm. Sent home 63 sperm. Sent home 13,000 bone. Sent home 1,090 sperm, 18,800 bone. Formerly a brig; bought from New Yorl and rerigged 1853; sont home 310 sperm
North Pacific Pacific Ocean	Aug. 9 July 27	May 6, 1857 Mar. 91, 1857	549	1, 059	11, 300 250	sold 1856 to Mattapoisett. Sent home 477 whale, 28,300 bone. Sent home 7,740 bone.

Table showing returns of whaling-ressels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1853. New Bedford, Mass.—Continued. Miantonomi	Ship	425	William W. Clement	Swift & Allen
Minerva Montpelier	do	40 34	Peter Pease Job Macomber	William Gifford J. R. Thornton
	do	54	S. L. Gray	C. R. Tucker & Co
Montreal	do		Thomas B. Peabody	B. B. Howard
Morning Star	Bark Ship do	392 40	William R. Potter H. C. Murdock	S. Thomas & Co Wood & Nye Perry & Swift A. H. Howland
Nye Ocean	do	34 36 49	William C. Fuller John Barrett John A. Beckerman.	E. W. Howland T. & A. R. Nye
Tanline			J. E. Stanton Moses G. Tucker	Swift & Allen
Petrel				
			Samuel B. Gavitt	
Rebecca Sims Robert Edwards Roscoe, 9d Roscoe, 9d Rossoeau Salty Anno Sea Breeze Sea Flower Sea Gull Seine Smyrna Sitatira St. Goorge Superior Sea Breeze Sea Breeze Superior Sea Breeze Superior Sea Breeze Superior Sea Breeze Switt.	do Bark. Ship do Bark. do Ship do Bark. do Ship do Bark. do Ship Bark. do Ship Bark	333333333333333333333333333333333333333	John A. Kelley Ana R. Gifford Charles S. Pope L. Jabez S. Hathaway C. Cushmau K. G. Gudworth Charles Nichols Amb. S. Landra George Bliss James Burdett Joseph Dias, jr. Charles L. Norton Smith John S. Green Smith John S. Dornin Affect C. Davis	D. R. Greene & Co. O. & E. W. Sesbury Charles Almy J. R. Thornton Roduey French Richmond & Wood. William Hathaway, jt Abm. Barker. James B. Wood & Co. O. & E. W. Sesbury A. H. Howland, jr., & Co. William P. Howland U. Howland, jr., & Co.
Swift. Triton. Tropic Bird. Washington. Wm. Badger. Wm. Thompson. William Witt.	do		344 Richard Holley 334 Jason L. Braley 49; James W. White 36; Edward E. Ashley	J. Bourne, Jr. B. B. Howard Perry & Swift
Young Hector	do		Peter G. Smith Charles Tobey	W. P. Howland J. A. Parker

ISH AND FISHERIES.

ble showing returns of whaling-ressels

sailing from American ports-Continued.

aptain.	Managing owner or agent.
n W. Clement.	Swift & Allen
Pease acomber	William Gifford
ray	. C. R. Tucker & Co B. B. Howard
m Cleveland m R. Potter furdock m H. Luce	S. Thomas & Co
Howland in C. Fuller arrett Beckerman	Abner R. Tucker J. R. Thornton R. W. Howland T. & A. R. Nyo. Lorenzo Pierce.
anton G. Tucker Fromwell	Swift & Allen J. R. Thornton E. W. Howland
B. Gavitt Kelley Gifford S. Pope Hathaway ushman dworth Niebols Landra Billas surdett Dias, jr L. Norton mith	William R. Rodman. J. & J. Howland. J. Bourne, jr. G. & M. Howland. D. R. Giwnie & Co. O. & E. W. Seabury Charles Almy J. R. Thornton Reducy French Richmond & Wood. William Hathaway, jr. Abm. Barker, James B. Wood & Co. O. & E. W. Seabury
Green	A. H. Howland. Thomas S. Hathaway I. Howland, jr., & Co. William P. Howland. J. Bourne, jr. B. B. Howard Perry & Swift Edmand Maxfield
Smith Tobey	W. P. Howland

	Date-		Reas	t of v	oyage.	
Whiling-ground.	Sperm-oil.	Whale-eff.	Whalebone.	Remarks.		
Pacific Ocean .	July 27		Bbls.	Bòla.	Lbs.	Added 1833; built in North Carolina 1850; lost on Island of Ascension November 18, 1856; saved 100 sperm.
North Pacific	Sept. 90 Sept. 6	Apr. 7, 1856	****	1, 964	15, 800	Sent home 943 sperm, 1,200 whale, 95,150 bone; condemned and broken up at Ho- nolulu March 5, 1657; oil (630 barrels)
do	Sept. 1	Apr. 7, 1857		9, 377	16, 500	shipped home. Sent home 190 sperm, 12,0 0 whale, 35,339 bone.
Pacific Oc oan .	Oct. 13 Nov. 10	May 1, 1856 May 18, 1857	712	****	22, 600	Sent home 35 sporm, 235 whale, 8,000 bone. Built at Dartmouth 1853; sent home 701 apern; Mr. Lestes, fourth mate, died March, 1855.
do North Pacificdodo	Dec. 91 Oct. 9 Oct. 13	June 27, 1857 July 14, 1856	1, 051 91	1, 914 9, 910	9, 700 14, 900	Sent home 9,500 lone, Sent home 15,400 hone. Bought from Nautucket 1853; returned once badly damaged in a gale; David a Little, eccound mate, died September, 1854; loat in Honolulu harbor November 94, 1856; oaggo (3,300 harrels oil and 10,000 pounda Bone) saved and sent home; sent home also about 15,000 bone.
Atlantic Pacific Ocean . No th Pacific . Pacific Ocean.	Dec. 16 May 27 Nov. 10 Aug. 11	June 29, 1 56 May 6, 1857 June 15, 1858	1, 563 937 1, 599	9, 595		Sent home 403 sperm. Sent home 245 sperm, 23,075 bone. Built 1853 at Fairhaven; sent home 237
do	Nov. 24					Seut home 54 sperm, 130 whale, 11,594 hone; burned by crew at Nukahiya March 95,
Indian Ocean . North Pacific .	Sept. 20 Oct. 4	May 30, 1857 June 23, 1857	446 63	1, 055	5, 900	1856; saved 390 sperm. Sent home 792 sperm. Built at Mattapoisett 1853; sent home 14
do	Oct. 4	Feb. 14, 1856	60	3, 212		Built at Mattapoisett 1853; sent home 14 sperm, 870 whale, 16, 193 bone. Built at Mattapoisett 1853;(?) sent home on voyage 250 sperm, 20,000 pounds bone, and sold and sent home 273 whale.
do	Dec. 2	June 9, 1857	761	10	11, 300	Sent home 1,950 whale, 10,000 bone; sold to Fairhaven 1857.
do	Sept. 6 Nov. 17 Oct. 17 July 9	July 24, 1857 July 24, 1856 July 5, 1857	14 / 29	1, 448 794	5, 600 5, 900	Sent home 121 sperm, 6,426 bone. Lost on Friendly Islands April 2, 1854.
do	Dec. 5 June 7 June 9 Oct. 18	June 30, 1856 Sept. 9, 1857 Aug. 96, 1857 Aug. 28, 1858	711 81 9,045 65	1, 046 11 10 925		Sont home 243 sperm, 7,000 bone. Built at Fairhaven 1853. Sent home 250 whale, 12,800 bone.
Indian Ocean Pacific Ocean North Pacific Pacific Ocean do	Dec. 9 Aug. 31 Sept. 10 May 18 Sept. 1	Aug. 28, 1858 Sept. 9, 1857 A.g. 8, 1857 May 6, 1857 Mar. 16, 1857 Nov. 25, 1853	701 1,037 2 795 26	33 1, 100 274		Sent home 4,200 hone.
do	Nov. 17 June 18	June 25, 1856 Dec. 2, 1856 Feb. 23, 1857	1, 154 1, 425	137		Built 1853; returned in consequence of ill- ness of Captain Smith. Sent home 724 sperm.
do Atlantic & Ind North Pacific Indian Ocean	Aug. 29 Nov. 1 Aug. 29 Sept. 17	Apr. 97, 1855 Mar. 94, 1857 June 3, 1857	836 790 55	66 1, 80% 135	15, 200 3, 000	
North Pacific	Nov. 9 Oct. 9	May 6, 1857 May 10, 1856	164 97		11, 500 22, 900	sperm, 445 whate, 5,000 bone, Sent home 31,535 bone. Fought from Fairhaven 1853; third may James Clark, drowned October 6, 1853; sold and sent home 80 sperm, 400 whate.
Pacific Ocean North Pacific	Oct. 4 Aug. 16	June 3, 1857 Apr. 7, 1857	1, 770	1, 957	19, 700	23,000 pounds bone. Built 1853. Sent home 696 sperm and whale, 27,549 bone

HISTORY OF THE AMERICAN WHALE FISHERY.

Table showing returns of whaling-ressels

Name of vessel.	Class.	Tonnege.	Captain.	Managing owner or agent.
1858.				
Pairharen, Mass.			(I. D. Derección	Gibbs & Jenney
Adeline Gibba Arab	Shipdodododododododododododododo	336 976 390 451 993 314 965	G. P. Pomeroy. Edwin Gribnell. Asa E. Copeland. Ichabot Handy. Jared Jeroogan. Shubaet S. Sponeer Obsdiah B. Speneer Stephen Merribow.	Ezekiel Sawin L. F. Ferry Edmand Allen Nathan Church F. R. Whitwell Jabes Delano, jr Levi Jenney, jr
John A. Robb	Shipdo		William H. Skinger Henry Eldridge John Church Boujamin F. Gibbs	L. C. Tripp
Syren Queen	åo	461	Ira Lakey	Gibbs & Jenney
Dartmouth, Mass. A. R. Tucker	Bark Ship	916 995	Joseph C. Smith Henry P. Butler	Abner R. Tucker
Nye	Bark	211	Frederick S. Howland	Tucker & Cummings
Westport, Mass.				
Barolay Catherwood Champion D. Franklin	Bark do do	196 199 909 171	John S. Gardner David S. Russell	Job Davis
Mattapoisett	do	. 150	Tab Calling	do
Mexico	Brig Bark do do	966 190 946	David E. Allen House Young Bistephen H. Comery	A. Hicksdo
Edgartown, Mass.		-	Dieler	John A. Baylies
Alfred Tyler	Bark			
American	. Ship			- 1 TYF-11
ChampionEuropa	do	40	John H. Pease	Abrabam Osborne
Monterey	. Schoone	er 10	Consider Fisher	
Vineyard	. Ship	38	Fisher	B. Worth
Wareham, Mass. G. Washington	Ship	37	74 Granville S. Allen	Stephen C. Gibbs
Sandwich, Mass.				719 TO 7
Amelia	Brig			
Ocean	do	16	63 — Chadwick	do
Provincetown, Mass.				
Alleghany Alexander Antaretie Chantieleer E. Nickerson Franklin	Schoon do do do do Bark	1	75	Enoch Nickerson Samuel Soper
Hanover Harriet Neal H. N. Williams	Schoor	1	Holmes 125 Cook 108 Fisher	T. Hilliard

ISH AND FISHERIES.

ble showing returns of whaling-vessels

Captain.	Managing owner or agent.
Grinnell Copeland St Handy Jernagan el S. Sponer ah B. Spencer en Merrihew um H. Skinaer Eldridge Church min F. Gibbs.	F. R. Whitwell Jabes Delano, jr Levi Jenney, ir
h C. Smith y P. Butler erick S. Howland	Abner R. Tuckerdo
ton S. Tripp	Alexander H. Corey. C. A. Church. Andrew Hicks. Job Davis Henry Wilcoxdo A. Hicksdo John Hicks
- Ripley Jernegan Pease H. Pease	John A. BayliesdodoBenjamin WorthAbraham Osborne
- Fisherville S. Allen	B. Worth
h A. Chadwick	W. F. Laphamdo
Snow Cook. Soper Allerton Holmes Cook.	B. Allstrum J. E. Bowley Samuel Cook Enoch Nickerson Samuel Soper T. Hilliard R. L. Thatcher Philip Cook

HISTORY OF THE AMERICAN WHALE FISHERY.

	1	hie-	Result	of vo	yage.	
Whaling-ground.	Of arrival.	Sperm-oil.	Whate-off.	Whatchese	Romarks.	
North Pacific Oracin North Pacific Orean North Pacific Orean North Pacific Orac do	Sept. 18 Disc. 9 Out. 3 Jan. 7 Sept. 1 Nov. 10 Out. 99 May 27 Oct. 28 Sept. 16 Jan. 6 Nov. 16 Oct. 29	May 10, 1857 May 30, 1867 May 9, 1857 Aug. 91, 1857 Mar. 8, 1857 May 6, 1857 May 6, 1857 May 11, 1857 May 31, 1857 May 31, 1857 May 31, 1857 May 31, 1857 May 11, 1857 May 11, 1857	Bbls. 150, 46, 605, 100, 105, 353, 370, 990, 779, 69	642) 3, 011 856 1, 04t 175 590	Z-ba. 14, 100 10, 600 4, 500 10, 000 1, 300 10, 800 16, 100	whale, 16,360 pounds bone. Built at Mattapoisett 1853: Captain Lakev
Pacific Ocean North Pacific	Nov. 16 July 28 Dec. 16	June 21, 1857 July 14, 1856 Mar. 26, 1856	344	41: 696	.,	October, 1852; sent home 575 whale, 14,000 pounds bone.
Atlantiodo Pacific Ocean Atlanticdododo Indian Ocean Pacific Oceando Atlantic	Jan. 8 Aug. 29 Nov. 15 June 16 Nov. 10 Jan. 31 Oct. 6 Nov. 29 Nov. 28 Dec. 2	Aug. 91, 1854 Apr. 16, 1857 Mar. 7, 1855 Sept. 6, 1853 Feb. 91, 1853 June 1, 1858 June 6, 1855	615	31	{	Lost on Gallipagos Islands Nov. 18, 1838. Sailed again Nov. 10, 1833; returned Sept. 4, 1834, with 259 sperm, 18 whate. Condemned at Saint Thomas Mar. 23, 1854. Captain Young left ship 1856. Seat home 300 sperm. Seat home 31 sperm.
North Pacificde	Oct. 13 Sept. 9 Oct. 4 May 2	May 13, 1857 Apr. 16, 1857 May 20, 1856 June 12, 1857 June 24, 1853 Apr. 7, 1856	139	1, 135 1, 857 896 66	6, 600 16, 700 11, 800	pounds bone. Sent home 10,449 pounds bone. Bought from Salem 'SC3; sent home 3' sperm, 98 whate, 35,609 pounds bone. Montercy formerly in fishing business; ad ded 1853; sailed again 1853; returne Angust 16, 1854, with 102 sperm, 8 whate
North Pacific .	Aug. 22					Sent home 252 sperm, 5,601 pounds bone.
Atlanticdo				Clear 14	1,000	Formerly a schooner; rig changed 1853 sold.
Atlantic	May — Mar. 18 May 10 Mar. 6	Sept. 15, 1853 July 24, 1854 Sept. 19, 1853 Sept. 25, 1853	133	10	C S O	Lost on Isle of Sal, Cape de Verdes; aavec 140 barrels whale.

Table showing returns of whaling-vessels

Name of vessel.	Class.	Топпаде.	Captain.	Managing owner or agent.
1853.				
John Adams Louisa Medford Montezums Mountain Spring	Schooner do do do do	104 109 105 100 86 75 100	Burke Rider Free nan Young Smith Young	John Adams
R. E. Cook	do do do Ship	109 130	Higgins Katon	J. E. Bowley Samuel Soper
Spartsu	Bark Schooner do do	90 130 114	Cook	Stephen Nickerson Jonathan Nickerson Atkins Nickerson Henry Cook Alstrum & Holmes
Orleans, Mass. Lewis Bruce September Virginiau	Brig do Schoone	[c11].	Reuben Freeman Allerton Pettengili	Leander Crosby Heman Smithdo
Gloucester, Mass. Flying Arrow	Schoone	r 110	Cornell	Merchent & Wells
Beverly, Mass. B. Franklin Eben Dodge	Bark Brig	221	Cook	do
Lady Suffolk Lynn, Mass.				
Cons. Proble	Bark	323	Samuel M. Prentice.	
Mattapoisett, Mass. Elizabeth	Bark	89	M. Adams	do
Sun	Bark			
Holmes's Hole, Mass. Pocahontas	Ship	34	Butler	Thomas Bradley
Falmouth, Mass. Com. Morris	Shipdo			Oliver C. Swiftdo
Nantucket, Mass.	School	1er	William Patterson.	The state of the s
Game Cock	School Ship . do .	31	Benjamin F. Riddel	I I Material de l'adduction
Henry	do .		David Bunker, 9d.,	Perry & Gardner
Hamilton	Schoo	30	James McGuire	Perry & McCleave Zenas L. Adams
LexingtonMassachusetts	Shipdo		60 Horace Nickerson	Zenas L. Adams

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HISTORY OF THE AMERICAN WHALE FISHERY.

FISH AND FISHERIES.

Managing owner or agent. Captain. John Adams
S. Cook
J. E. Bowley
S. Cook - Burke- Rider- Free nau ...- Young ...- Smith ...- Young ...-- Higgins..... John Dunlap..... J. E. Bowley Samuel Soper Stephen Nickerson....
Jonathan Nickerson...
Atkins Nickerson
Henry Cook
Alstrum & Holmes... Leander Crosby...... Heman Smith.....do ben Freeman

Allerton

Pettengill Merchent & Wells..... __ Cornell F. W. Choate.....do __ Johnsondo Andrews Breed muel M. Prentice.. R. L. Barstow a Hoxie.....do Adams Tatch njamin B. Handy . . . Thomas Bradley - Butler..... Oliver C. Swift.....do 7 illiam Patterson.... ohn B. Nickerson eujamin F. Riddell ... Meader & Easton Rand & Paddack avid Bunker, 2d Perry & Gardner ames McGuire..... Peter C. Brook Perry & McCleave...... Zenas L. Adams

	Di	ate-	Result	of vo	yage.	
Whaling- ground.	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	Remarks.
Atlantic	May — Apr. 11 May 16	Sept. 19, 1853 Oct. 20, 1853 Jan. 20, 1854	Bbls. 24:		Lbs.	Put into Newport Sept. 17, dismasted. Added 1853.
do	May Apr. 20	Sept. 20, 1853 Sept. 20, 1853 Sept. 17, 1853 July 25, 1854 Apr. 23, 1854 Sept. 19, 1854	12	1	3	Added 1853. Added 1853. (The R. E. Cook sailed again in 1853 or 1854; returned July 2s, 1856, with 220 barrels of whale.
dodododo	Apr. 27 Feb. 25 Apr. 22	Oct. 20, 185 Aug. 22, 185 Apr. 22, 185	3 13	3	f	Sailed again April 25 and seen next day returning with two small whales, about 15 barrels each. Sent home 56 sperm.
do .	June 10 Apr. 2 July 1	Sept. 2, 185 Jan. 4, 185 June 27, 185	3 1	50 74 17		Withdrawn 1853. Built 1853.
Atlantic dodo	Aug. 2	4 May 2, 18	54		02	Added 1853; nau 25 sperm at 255
Atlantic	Feb. 1	Aug. 29, 18	54	82		Built at Essex in 1853; withdrawn 1854.
South Atlant Indian Ocean Atlantic Atl. and Ind	July June	7 Apr. 23, 14 July 29, 1	854 853	54 953 88 65	E	Added 1852 from mercuances of the beautiful of the beauti
Pacific Ocean	n Oct.	7 May 10, 1	857	108 2,	550 17,	sold 1857 and withdrawn. Sent home 883 sperm; condemned at Tal-
Pacific Ocea Atlantic Atlantic & J	June	8 Aug. 29,	1854 1855	18° 380		cahuano March, 1856. Bonght from New Bedford 1853. Sont home 147 sperm.
Atlantic	May	20 Oct. 5,	1853	140	6	Added 1853.
Pacific Ocea	an July	May 31,	1857	40	88: 6	Sent home 100 aperm, 150 whale, 28,800 bone; sold to New Bedford 1857.
Pacific Oce North Paci	an . Dec fic . Sep	7 Oct. 17, t. 30 Aug. 2,	1858 1856	1, 098	2, 477	
Atlantic Pacific Ocedo	Au Oct	July 24 5, 19 8, 9 Nov. 10	, 1857	lean 495		Made two voyages between these dates. Condemned at Taicahnano June, 1858. Sent home 100 sperm, 40 whale, 22,537 pounds bone; sold to New Bettlord. Sout home 4th sperm, 44 whale, 55 pounds bone; condemned at Toicahnano 1858. Made five voyages between these dates; built at New Ye. k 1844.
Atlantic .	Aprilic Ma	r. 8 Sept. 13			1, 637	Sold 20 whale; sent home 19.952 bone.

Table showing returns of whaling ressels

Name of vessel.	Class.	Tounage.		Captain.	•	Managing owner or agent.
1853.			ı			
Nantucket, Mass.—Continued. Monticello	Ship Schooner Ship do	368 363 323 356	Ale Wil Isra	en Baker xander Bro lliam T. H ael Morey . och Ackley	own lawes	John H. Shaw
Tyleston	Brig	111	Wi	illiam H. T	ice	E. W. Gardner
William P. Dolliver	Schooner	a	Da	vid Patter	rson	
Zenas Coffin	Ship	36	E J.	R. Rose		C. G. & H. Coffin
Fall River, Mass. A. Houghton	Bark		- 1	ohn Marble		Brown & Durfee John S. Cotton
Aerial	do			Borde	313	John S. Cottondo
D. M. Hall	Ship		73 -		h	John H. Jones
Warren, R. I. Benjamin Rush Brutus		4	185 — 170 —	Swift	hkiss	Charles T Child
Dromo	Bark do Ship	2 2	225 — 292 —	John Cole.	npson	R. B. Johnson William L. Baker
Ocean	do	4	567 -		tom	
Sea Shell Smithfield	Barkdo		331 T	William M	fartin	
New London, Conn. Alert Amaret Candace	Bark. Brig Bark.		396	Bude	rchldington	Williams & Haven
Clematis	ShipdodoBrigShip .		311 505 356	Rog Wal	Jamin zers dker ddington lliams	Perkins & Smith
Julius Cæsar Lark Mucia Mechanio	do	oner	34° 386 196	Kib	beock blon urch wards	E. V. Stoddard
Mogul	Ship		395 404 945	Per	ark	Williams & Barnes Miner, Lawrence & C
Tenedos	Ship				ayton	G P Williams

able showing returns of whaling-ressels

Captain.	Managing owner or agent.
Baker ander Brown am T. Hawes i Morey h Ackley iam H. Tice	John H. Shaw G. & M. Starbuck & Co Gardner & McCleave I. & P. Macy E. W. Gardner
id Patierson	
. Rose	. C. G. & H. Coffin
n Marble Borden Pratt	T. L. C Cotton
Smith	John H. Jones
Hotchkiss Swift Thompson Johnson Cole Norton	Charles T. Child R. B. Johnson William L. Baker R. B. Johnson
illiam Martin Cornell	1
Church Buddington. Star Benjamin Rogers Walker Buddington Williams	Williams & Barnes Perkins & Smith Williams & Haven Perkins & Smith
Babcock Kiblon Church Edwards	E. V. Stoddard
Clark Pendleton Norey	Williams & Barnes Miner, Lawrence & Cdo
Layton	C. P. Williams

Table showing returns of whaling-ressens

Name of vessel.	Class.	Tonnage.	Captain,			Managing owner or agent.	
1853.							
Stonington, Conn.—Continued. Engene	Bark Schooner Shipdo do	297 100 341 150 311	=	Pendleton Hidden Lester Kane Lax Wilcox		. P. Williams	
Greenport, N. Y. Armida Bayard Oregon	Schoone Ship Bark	33	1	Graham		Wells & Carpenterdo	
Mystic, Cons. Aeronaut	Shipdo Schoone Bark Schoone	1 1 2	6 G	Eldridge Guynn H. Buckminste Watrous Gilderdale	r	Charles MailorydododododoRandall, Smith & Ashbey C. Mailorydo	
Sag Harbor, N. Y. Jefferson Noble Nimrod Parana Timor Washington	Brig Ship	40000	90 35 73 80 80 80	Hedges Hunting Nicoll Green Smith Rogers Brown		Thomas BrowndodoCharles T. DeringdoT. Brown	
San Francisco, Cal. Aquetnet Equator H. Thompson Jupiter Nile R. Adams Venezuela	School	101	90 320 271	Russell. Glover Andrews Russell.		Charles H. Todd & Co Eldridge & Pousland. More & Folger. William Batley	
1854.							
New Bedford, Mass. Alex. Coffin	Ship Bark Shipdo		381 236 425 359	Angler Snell Nichols William F. Jone	86	Jona. Bourne, jr	
Atlantic	Bark Ship do		367 281 356	William J. Wy And. J. Fuller John Fisher		Henry Taber & Co I. Howland, jr., & Co	
Betsy Williams	do		400	Jeremiah Aust	in		
BragauzaCachelot	do Bari		470 230	Thomas J Lee	}	William G. E. Pope Abraham Ashley, 2d.	
Cambria	Ship		369			1 - 3 in & Co	
California	do		441			W. G. E. Pope	
Chandler Price	de		336			Edward C. Jones G. & M. Howland	

FISH AND FISHERIES.

able showing returns of whaling-ressess

Kane Lax Wilcox Graham Terry Eldridge Guynn Buckminater Watroua Gilderdale Hedges Hunting Nicoll Green	P. Williams obn F. Trumbull do do do do do Charles Mailory do Randall, Smith & Ashbey
Eldridge	Charles Mallory
Guynn Buckminster Vatrous Gilderdale Hedges Hunting Nicoll	dodo
- Nicoll	
Smith	Thomas Brown do Charles T. Dering do T. Brown Huntting Cooper do
Russell	Charles H. Todd & Co Eldridge & Pousland More & Folger William Balley
aiah Purrington Nichols Nichols illiam F. Jones illiam J. Wyer nd. J. Fuller bhn Fisher	
eremiah Austin	G F Pope
Pease Pease N. B. Manchester John Curn Reuben Kelley Thomas N. Russell	James B. Wood & Co I. Howland, jr., & Co W. G. E. Pope

	Di	ito-	Result	of vo	yage.	
Whaling- ground.	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil	Whalebone.	Remarks.
Corth Pacific Shetland Isl's Korth Pacific	Oct. 6 July 28 Sept. 49 July 28 July 14 July 28	June 1, 1857 May 20, 1856 June 20, 1856 July —, 185	90	Bbls. 904	21. 006	Sold to New Bedford and broken up 1858. Sent home 1,000 whale. Sent home 37 sperm, 1,036 whale, 13,000 pounds bone; withdrawn 1858; sold. Transferred to Honolulu; no report of oil.
Arctic Ocean - South Atlantic	Aug. 11 June 2	Aug. 19, 185	34 3			Made short voyages, and brought blubber home to be tried out. Bayard sent home 155 sperm, 608 whale, 9,200 pounds bone. 4 dded 1853, built at Hallowell, Mc., 1848; sailed under Captain Babcock, who came home sick, 1853.
S. Shetland Isl' North Pacific S. Shetland Isl' North Pacific S. Shetland Isl'	Bej. t	May 1, 18		39 1,7		Lost on English Bank March 22, 1854. 700 Sent home \$70 whale, 32,248 pounds bone. Added 1853; no report.
South Atlantic North Pacific South Atlantic do do North Pacific do	Nov. 1 Nov. 2 June June	6 June 15, 10 7 May 24, 10	957 955 955 954 956	240 22	840 4,	Sent home 1,647 pounds bone. 000
Pacific Oceando do Pacific Ocean Pacific Ocean	Apr. Apr. Nov.	8 Sept. 28, 1 Nov. 6, 1	853	200	700 140 180	Elephant. No report. No roport.
North Pacif			1857	849	4	Sent home 150 sperm, 1.709 whale, and £0,500 bone; lost in Ochotsk Sca 1856. Sent home 95 whale.
Pacific Oces do Atl. and Ind North Paci	Oct.	10 Apr. 26, 14 May 28, 1 Aug. 24,	1859	1, 860 1, 484 1, 170 410 38	1, 016 1, 144	Sold and withdrawn 1859; Francisco 1860. 2,100 Withdrawn 1859, 12,000 Four meu lost while fast to a whale Jun 11,560; sent home 216 sperm, 939 whale
Pacific Oce	an Jun	6 19 July 29	, 1858	2	874 538	800 Bought from Stonington 1854; sent home 10 sperm; withdrawn 1858 for guano trade sold 1861 to New York.
North Pac Pacific Oce North Pac	ific. Sep	t. 11 May 7 g. 2 June 20 ot. 16 Apr. 2 v. 2 Apr. 2), 1857), 1859	952	20 1, 708	14, 300 Bought from mattapasets 250 pcs. 14, 300 Sent home 239 sperm, 930 whale, and 10.8 bone. 14, 900 Sent home 83 sperm, 985 whale, and 11,3
do ,	dian Av	pt. 11 May 3 ng. 21 Sept. 1 t. 11 Apr.	0, 1857	27 1, 438	1, 615 1, 082 1, 842	Bell Home 11,000

Table showing returns of whaling-ressels

			Touriste		and a control published or published to the control of the control		agent.
1854.							1
New Bedford, Mass.—Continued.			Are .	T-1	. A Tree	Ed-	ward W. Howland
wla Howland	Ship		431 370	Ch	n A. Luce	4344	onn Allen
	do Bark		370	Nati	rles L. Manchester han B. Heath	We	ston Howland
artmouth					Dilanon		. do
4			230	CU	- Phinney	J. 1	Bourne, jr
ominga	do		957 199	Je	rles P. Worth eph P. Nyo	Isa	Bourne, jrac B. Richmond
rneounbarton)	199 257	Jan	ies L. Lincoln	W.	& G. D. Watkins
lisha Dunpar	Ship	p	403	4100	B. C. HRWCH	1 16 6	C. Jonesift & Allen
liza Adams	Barl	k	496	Jos	iah E. Chase		
SWIII			368	Jes	seph B. Chase		illiam J. Rotch
mily Morgan	Shir	k	252	Int	ael Horsley	A	Ashley, 20
indeuvour	Shir	p	291		Bussell	10	W. Howland
Enter prise Euphrates	de	0	365		arles B. Killmer	1	
Suphraice	1	o	380	W	man Wing enry W. Beetle	E.	C. Jones R. Tucker & Co
Europa	d	0	432	Ly	man Wing	C.	mas Beetin
abius	Bar	rk	291				Hitch & Son
Fortune	. d	0	242				wift & Allen dmund Maxfield
ien. Washington Gratitude	d	lo	337	80	hn B. Cornell muel T. Braley H. Winslow		
Hatrison	Ray	ip	263	F.	H. Winslow	1 16	orenzo Pierce
Harvest	Shi	ip	304	Jo	onathan Whalon euten D. Weeks	. 1	
Henry Kneeman	Rat	rk	200				
Helen Show	Shi	ip do	383 453	i Je	ancs W. Munroe avid B. Randall		
Hunter	Ba	rk	234	D	avid B. Randall	1 C	Wilcox
Hunter Ionia Iris	. Sh	ip		I E	dward S. Devou		
Iris		do	1	n p	enben R. Hobbs	. I.	. Howland, jr., & Co r. & A. R. Nye
Isaac Howland		do		i n	enben R. Hobbs Iudson Winslow	-	
Janus				I T	ohn C Poirce	1	B. Richmond
		do		7 1	lex. G. Taylor		Iomes H. Howland
Jeannette John Howland John Wells		do		6 A	lex. G. Taylor lden Besse	3	r. Knowies & Co
John Wells				1	Arthur F. White		L. Howland, jr., & Co.
Joseph Butler	B	ark	18	33 A	rtuur F. White		
	8	hip		56 -	Coffin	. 1	Kehey & Swift William Hathaway, jt
Joseph Meiga		do		56 J	lacob L. Cleaveland Randall Himes	1	& G. R. Taber.
Julian	I B	do	. 3	75 I	Randall Himes William Carver		T. & A. R. Nye
Lætitia Lancaster	8	hip				1.	
		.do			Samuel C. Oliver		Russ Il Maxfield B. B. Howard
Leonidas Lexington	F	Bark		01 1	Philip Smah		
Lexington			1 .	102	Moses Wells		I. Howland, jr., & Co
Logan	8	Ship	··· 3	nt/id	ALLENOO II CIIS		
				- 1		1	
			1.	14.	David Cochran		J. B. Wood & Co
L. C. Richmond		do		341	G. L. Cox		W. G. E. Pope
Magnolia		. do .		- 1		- 1	n n Hamand
	1.1	Bark.		151	Godfrey King Gilb. B. Heustis		
		. do -		351	Gilb. B. Heustis		T. & A. R. Nye
Manuel Ortez Maria Theresa		Ship .		330	William Davis, Jr.		
Maria Theresa			- 1	271	Francis Smith		Swift & Allen
Martha		Bark.		360	David D Drake		William O. Brownel Charles Almy
		Ship .		213	Pres. N. Luce		L. Howland, jr., & Co
Martha, 2d Mary Wilder Mary		do		287	Silas Cottle		
mary			- 1				
			- 1	1			77-41
			1				I Williams House
_	1	Bark	اا	410	James Coon		William Hathaway
Matthew Luce		Bark Ship	1	416 371		6.1.3	1

Captain.	Managing owner or agent.						
A. Luce. Les L. Manchester an B. Heath Phinney les P. Worth bis P. Worth bis P. Nye. S. L. Lincoln C. Hawes the Chase el Horsley Russell els B. Killmer. liam H. Vinal. han Wing han Window hathan Whalon han B. Barley han Walow hathan Whalon han B. Barley han Walow hathan Whalon han B. Barley han Walow han B. Barley han Walow han C. Peirce ex. G. Taylor den Besse rtthur F. White Coffin handall Hines filliam Carver hillip Smith hillip Smith Loses Wells	J. B. Hanner M. B. C. L. B. M. C. L. B. M. C. L. B. M. C. L. B. M. B. G. C. C. B. M. B. G. C. C. B. M. G. C. C. B. M. G.	ames H. Howland, K. Knowles & Co. Knowles & Co. Howland, jr., & Co. Kolling Hathawa & G. R. Nye Russ: Il Maxfield. B. B. Howard L. Howland, jr., & L. Howland, jr., & L.	d				
David Cochran J. L. Cox Jodfrey King Jillo, B. Heustls William Davis, jr. Francis Smith David R. Drake		J. B. Wood & Co W. G. E. Pope B. B. Howard Weston Howland T. & A. R. Nye Swift & Allen William O. Brow Charles Almy I. Howland, Jr., &	i				
Francis Smith David R. Drake Pres. N. Luce Silas Cottle James Coon Thomas R. Broom		William Hathay	vay, jr.				

	D	ate	Result	of vo	yage.		
Whating grains 30	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.		Remarks.	
North Pacificdo	Aug. 15 Sept. 4 Nov. 19	May 2, 1858 May 12, 1858 Aug. 22, 1858		1, 550	6, 900 4, 300	Sen Sen	t home 290 sporm and 308 whale. It home 95 sporm and 920 whale. It home 70 sporm, 160 whale, And 9,000 one. It home 185 sporm.
Pacific Ocean Indian Ocean	Sept. 12 June 22	Aug. 22, 1858 Oct. 16, 1857 Oct. 28, 1858	1, 068	14		Ser	nt home 91 sporm.
Atlantic Indian Ocean . North Pacific Pacific Ocean.	July 1 Nov. 14 Oct. 18	Mar. 26, 185	130	2, 73		Bu	nt home 33 sperm. ilt at Fairhaven 1854; sent home 100 sporm.
do North Pacific.	. Sept. 11	July 8, 185	7 4	6 1,05	3 20, 10	. Lo 0 Se	nt home 13,800 bone. at on Company's Island May 13, 1855. nt home 50 sperm, 1,000 whale, and 14,846
Pacific Ocean.	July 2	Apr. 17, 185	6 28	9, 40	1, 8	00 Se	bone. nt home 55 sperm. nt home 36 sperm and 21,500 bone.
North Pacific. do	Aug.	7 June 25, 185	6 19	1,7	75 23, 9 97 3, 0 94 2, 8	00 Se	ent home 104 sperm.
North Pacific	July 1	4 June 3, 18	1 1 0	27	1	• • •	
Pacific Ocean Japan Pacific Ocean	Sept.	4 May 22, 16 6 Aug. 30, 18	57 1 57 8	77 1, 4 87 97 2, 3	47 3, 8	00 S	ent home 381 sperm. ent home 19,000 bone.
North Pactile Indian Ocean do	Oct. Dec. Dec.	J Ztug, ou, so		41 3	94 1,	1	ost at Port Gregory, New Holland, June 29, 1855.
Pacific Ocean North Pacific	Dec.	7 June 26, 18 13 Apr. 22, 18		1,	178	S	ent home 430 sperm. ent home 58 sperm, 1,673 whale, and 7,500 bone.
do	Aug.	24 Apr. 29, 1	58 5	37	973 858 9 5 5 15,	600 8	Sent home 6.300 bone. Sent home 200 whale and 18,328 bone. Sent home 344 sperm, 297 whale, and 21,406
Pacific Ocean							bone. Sent home 1.445 sperm; condemned at Manila June 16, 1859. Sent home 20 sperm and 8,300 bone.
North Pacifi		19 Apr. 4, 1 17 Apr. 22, 1	858	246	041 1, 232 9,	600	Sent home to sperm and to with
Atlantic North Pacifi	o Aug.	19 Apr. 5, 1 22 Apr. 23, 1			331		Sent home 300 sperm. Sent home 102 sperm, 970 whale, and 15,523 bone. Sent home 197 sperm.
Pacitic Ocea Indian Ocea	n Dec.	19		230			Sent home 197 sperm. Condemned at Mauritius September, 1856; shipped oil (about 250 sperm) to London. Sent home 87 sperm; lost on Sandy Island Reef January 26, 1855; four men lost; survivors landed on Feejee Islands after
North Pacif	ic. July				.002		much supering.
do	Nov Oct.	1 Aug. 1, 21 May 22,	1857 1858	47 9		, 200	Sent home So sperm, 1,365 whate, and to,
Indian Ocea North Paci	fie Sep	y 13 Sept. 13, t. 2 May 30, July 6,	1856 1857 1857		11 1,047 1,759	500	Sent home 193 aperm. Sent home 0,470 hone. Sent home 18 sperm, 308 whale, and 13,568 bone.
Pacific Occ North Paci Pacific Occ do	an. Jul	y 21 May 20, y 6 May 29, y 27 Apr. 7, Aug. 30	1857	695 956 668	169	3, 400 1, 400	Boat stove while fast to a whale; Captain Cottle and one man drowned; other four picked up next day by Maria Theresa;
do	Jul	ly 18 May 31	, 1858	1, 960	10	300	Built at Mattapoisett 1854; sent home 109
North Pac	1	ıg. 6					sperm. Third unte, Henry Ives, drowned 1854 wrecked on New Zealand; condemned as Hobart Town March, 1858; shipped carge (1,100 oil and 6,000 pounds bone) to Lon don.

Table showing returns of whaling-result

Name of vessel.	Class.	Топпаде.		Ca tain.	M	lanaging owner or agent.
1854.						
New Bedford, Mass.—Continued. Hwoodoctezums	Bark Ship	254 436	Jose Dai	eph D. Silvea nel Tinker		leon Allen neon N. West
ewton	Bark	983	Geo	orge Sherman		Bourne, jr
imrod	Ship	340	No	h. P. Baker		. Gifford
hio hiver Crocker mtario	Bark Ship	937 352 469	93	niel Baker bert McCleave orge S. Tooker	3. W	B. Wood & Co 7. O. Brownell
nitario Drozimbo Drozimbo Drozimbo Drozimbo Decola, 24 Decola, 24 Decola, 34 Depray Peri Pioneer Richmond Roht, Morrison Roman, 24	do	461 586 170 156 197 200 239 203 164 30	Jan La Pe Ge Ch Jo Fil Rio Rio Jo	mes A Norton fayette Rowley Jorge H. Macomb arles A. Hosmer in D. Szupson — Fisher Jihu Russell Jonas F. Lamber John Manche Sth M. Blackmer	E D A P J C S Bit J atol I I	W. Howland II. Green & Co Hen Lacas erry & Swift & W. R. Wing Wilcox witt & Allen todates French D. Thompson & Kotlock & Son K. Knowles & Co Abm. Bark r
Roscius Scotland Scotland Sea Flower Stafford Stephenia Tamerlane Triton, 3d Thomas Nyc Two Brothers Twilight Uncas Union VerBon Waverly Wave William C. Nye	do do do do do do do Ship Bark	15 96 31 33 40 9 34 4 4 3	44 G 50 H 50 H 57 J 57 J 57 J 58 J 58 J 58 H 50 J 50 J	alvin Dexter corge A. Smith. J. B. Macomber, Jiram Francis. At thew Fisher cosh. B. Winslow Forge White chn C. Smith. Ohn D. Childs sare B. Thompkis Jark W. James Jaccheus Macy. J. B. Gardnor. Charles B. West John M. Sweio.	ns.	William P. Howland), & E. W. Seabury) Almy P. & A. R. Nye I. Boatrae, jr F. Knowles & Co. C. R. Tucker & Co. Wood & Nyo. William Phillips A. H. Howland Chapman & Bonney C. Hitch & Son. David B. Kempton. T. Knowles & Co. C. R. Tucker & Co.
Fairhaven, Mass.						m. 11-10in
Albion	Ship			John F. Hinds Charles Stetson .	• • • • •	Ezekiel Sawin Gibbs & Jenney
Ansel Gibos	do		431	William H. Phill George Wilson		Edmund Allen
Atkins Adams	Bark		172	Thomas Nelson		Jenney & Tripp Fish, Robinson & Co
Florida	Ship		1	Thomas W. Will		Dexter Jenney
Hesper	do		262 292	Dennis Stevens Jarvis Wood		W. G. Blackler
Lagrange	Barl		280			do
Lydia	Ship		351 335 305	John W. Leonas Thomas Dallma Merrill W. San	n born	F. R. Whitwell L. C. Tripp Nathan Church
Pacific			314			Reubea Fish
			339	Edward F. Ran	dolph	E. Sowin

able showing returns of whaling-result

Ca tain.	Managing owner or agent.
ih D. Silves el Tinker	Gideon Allen Simeon N. West
ge Sherman	J. Bourne, jr
P. Baker	W. Gifford
el Baker ert McCleave ge 8. Tooker	Cook & Snow J. B. Wood & Co W. O. Brownell
es A Norton tyette Rowley Ig Cornell Ties II. Masomber Ties A. Hosmer n D. Sampson — Fisher un Russell mas F. Lambert mond Manchesto ah C. Peaso M. Blackmer	E. W. Howland D. R. Green & Co Allen Lacas Perry & Swift J. & W. R. Wing C. Wilcox Swift & Allen Rodney French J. D. Thompson L. Kodock & Son T. Knowles & Co Abm. Bark r
ch Dexter rge A. Smith 3. Macomber am Francis thew Fisher 1. B. Winslow rge White 1. C. Smith 1. D. Childs 1. R. Thompkins 1. R. Thompkins 1. R. James 1. Gardner 1. Gardner	William P. Howland O. & E. W. Seabury C. Alm. F. & A. R. Nye J. Bourne, jr T. Knowles & Co. C. R. Tucker & Co. T. & A. R. Nyo William Phillips A. H. Howland Chapman & Bonney C. Hitch & Son.
rles B. West liam B. Stanton n M. Sowle	David B. Kempton T. Knowles & Co C. R. Tucker & Co
n F. Hinds	Ezekiel Sawin
rles Stetson	Gibbs & Jenney Edmund Allen
rge Wilson	William G. Blackler Jenney & Tripp
mas W. Williams	Fish, Robinson & Co
nis Stevens	Dexter Jenney W. G. Blackler
liam W. Thomas	do
n W. Leonard omas Dallman rrill W. Sanborn	F. R. Whitwell L. C. Tripp. Nathan Church
es Snell	Roubea Fish
vard F. Randolph .	E. Sewin

Whaling- ground.	late	Result of voyage.				
	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	Reum ka.
Irdian Ocean . North Pacutic .	July 97 July 92	July 26, 1857 June 9, 1857	Bbbs, 120 65	Bbls. 969 2, 487	Lbs. 2, 001 14, 900	Sent home 17,200 bone. First mate, Abia. Spooner, taken out of hi Post by a line June 20, 1855; sent hom 45 sperm, 700 whale, and 26,160 bone.
do	Oct. 15					Scut home 140 sperm, 600 whale, and 16,20
,, do	Aug. 19	May 30, 1857	17	1, 337	9, 900	bone; stove by ice in Ochotsk 1857. Sent home 30s sperm, 453 whale, and 17,8s
Swiffe Ocean.	Nov. 15	June 1, 1858	863	1=()		bone.
Indian Ocean . North Pacific.	Sept. 21 Nov. 3	June 1, 1858 Sept. 30, 1858 Apr. 4, 1858	1, 917 95		20, 800	Sent home 500 sperm.
						Added 1854; sent home 32 sperm, 1,17 whale, and 61,355 bone.
do	Oct. 17 Oct. 13	May 30, 1858 June 23, 1857	301	9, 225	8, 150 19, 200	Built at Mattapoisett te54. Built 1803; sent home 1,061 whale.
Atlantie	Nov. 20 June 14	Ang. 95, 1850	540	62	400	· · · · · · · · · · · · · · · · · · ·
Atland Indian	Aug. 22	Oct. 1, 1856 Apr. 11, 1857	441	497	800	Sent home 702 aperm.
Pacific Ocean.	June 2 Nov. 23	Linna 3 1956	146 640	200		Sent home 752 sperm.
Indian Ocean .	June 9	Aug. 1, 1857 May 26, 1857	1.04%	59	50	Sout home 22 sperm.
, do	June 1	Apr. 9, 1858 May 31, 1857	389 676	801 50	6,000	Sept home 27 sperm.
North Pacific	Aug. 15 Aug. 16	May 11, 1852 May 15, 1852	102	1, 661	21, 600 28, 700	Sent home 50 sperm.
do	Aug. 16		18	1, 934	28, 700	Sent home 100 aperm, 44s whale, and 11,0 bone.
Parific Ocean. North Pacific	June 1 Aug. 16	June 24, 1858 May 6, 1857	1, 229 162	0.045	15, 500	Sent home 411 sperm.
Atlastic	Nov. 19	May 16, 1856	131	2,940	13, 300	Sent home 145 sperm.
Atland Indian Indian Occur.	Aug. 21 Aug. 2	June 23, 1857	935 438	980	10, 300	Sent home 353 sperm.
North Pacific.	Oct. 1	Feb. 9, 1857 June 1, 1858	3	2, 658	15, 090	Sent home 760 whale.
. do	Sept. 26 Sept. 1	June 5, 1858 Apr. 25, 1857	165 60		23, 700	Sent home 10.052 bone. Sent home 65 sperm and 14,100 bone.
South Pacific .	June 14	July 18, 1858	383		1,000	Sent home 28 sperm and 2,355 bone.
Indian Ocean . North Pacific	July 20 Oct. 16	Apr. 6, 1858 June 24, 1857	1, 330 193	1, 932	9,500	Built at Fairbaven 1853.
Atlantic North Pacific	May 23 Oct. 8	Aug. 4, 1855		6		Sent home 2,269 whale and 7,000 hone; so
						to Honoluju November 30 4-57.
Indan Ocean	Nov. 8 May 28	May 1, 1858 Apr. 20, 1856	95 376			Sent home 104 whale and 12,705 bone. Sent home 85 aprim.
North Pacific.	Oct. 17	June 13, 1857	394			Best done of all the
North Pacific .	Nov. 8	May 3, 1857		1, 357		Sold to New York 1863 for merchant sor
do	Dec. 20 July 27	Apr. 17, 1859 May 20, 1856	1, 470			ice. Sent home 473 whale. Captain Phillips took command of Syr
						Queen 1855.
Pacific Ocean	Dec. 9 June 28	July 19, 1858	1, 580	350		Wrecked and condemned at Zanzibar Ju
North Pacific		1 0 1000			0.000	17, 1856; bought by parties in Providence
	Oct. 11	Apr. 6, 1858		2, 46:	9, 700	bone.
Pacific Ocean . North Pacific .	July 27 Apr. 19	July 23, 1858 May 11, 1857	590 50			Sent home 438 sperm. Sent home 63 sperm, 70 whale, 800 bon transferred to New Bedford and alter
Pacific Ocean .	May 21	Apr. 15, 1857	1, 426	150		to a bark 1857. Sent home 86 sperm; sold to New Bedfo
North Pacific	1)ct 14		119	329	4, -00	1857.
Pacific Ocean	Sept. 16	Apr. 1, 1858	1,520			
North Pacific .	Aug. 31	May 11, 1857		1, 58	10, 900	First mate, D. R. Remson, died June 6, 185 sent home 16,600 bone.
do	Sept. 21	Feb. 21, 1857	65	831		Sent home 85 sperm, 13,107 bone; sold
do	Nov. 4	May 21, 1858	154	1, 23	16, 000	New Bedford 1-58, Sent home 837 whale, 7,341 bone.

Table showing returns of whating-vessels

Name of vessel.	Class.	Toubsie.		Captain.	Managing owner or agent.	
1854. Dartmouth, Mass.—Continued. Sape H. Pigeon	Ship Bark	300 19:	Wil	liam H. Almy hetaus Baker, jr	William Potter Tucker & Cummings	
Westport, Mass. Seorge and Mary. George and Mary. Gov. Carver Grayhound Leonidas Sacramento Solon	do do Brig Bark	1±0 249	Ger Orv Fre	nnis Cook orge L. Manchester vin B. Higgins stierick A. Wing cd. d. Crossman is S. Snow Smith	Andrew Hicks Heacom Macomber Henry Wilcoxdo C. A. Church Alex, H. Corey Henry Smith	• • •
Mattapoisett, Moss. America Annawan Excellent Massusott Oxcar	Brig do do Bark	159 70 20t	9 Ja 0 Le 6 E.	mes M. Clark Sonard West B. Handy	Josiah Holmes, jr R. L. Barstow Caleb Kirg, jr. J. Holman, jr., & Bro)
R. L. Barstow	do	20:	19 J.	Farren Luce ob E. Rounseville		16
Sippican, Mass. Adm'l Blake Altamaha	Schoondo		20 B Hi Ci	enjamin B. Handy . harles Hammond	Brephen of the	
Holmes' Hole, Mass. Helen Augusta Oemulgee	Bark. Ship		70 5e	West	Thomas Bradley	
Nantucket, Mass. Atlantic Columbia Edward Carey Entorprise	Ship	3	338	Jenas M Coleman . Hiram Folger Perry Winslow John Brown	C. G. & H. Coffin	
Hamilton Mohawk Paluyra Spartan Three Brothera	School Ship Ship	onet	350 100 333 384	Hiram Bailey Charles Gran! Benjamin R. vmond Elihu F. Turner Charles E. Cleaveld CNathan Manter	d. Thomas Potter. David Thain G. & M. Starbuck	
William P. Dolliver*	1	ner	90	Nathan Manter Hiram Bailey		
Edgartown, Mass.	Ship		350	Fisher	John A. Baylies .	
Navigator	do		392	Smith	A A Law Oahorn	10
Splendid					and a Complete	
Falmouth, Mass. Awashonks	Barl	k	34:	Tobey	Oliver C. Swift	
Sandwich, Mass.				Watheriel W.	W. F. Lapham	
AmeliaOcean	Brig	· · · · ·	127 167	Nathaniel Hamle Josh, T. Chadwic	:kdo	
Provincetown, Mass. Alleghany		ooner	95	Cook	E. & E. K. Cook B. Allstrum	

ole showing returns of whating-vessels

Captain.	Managing owner or agent.
n H. Almy aus Baker, jr	Wi'liam Potter Tucker & Cummings
a Cook	Andrew Hicks Rescon Macomber Henry Wilcox do C, A. Church Alex, H. Corry Henry Smith
a Fisher	R. L. Barstow Josiah Holmes, jr R. L. Barstow Caleb Kirg, jr. J. Helman Jr., & Bro
ren Luce E. Rounseville	B. L. Barstow
amin B. Handy les Hammond	B. B. Handy Stephen C. Luce
- West	Thomas Bradley
ns M Coleman am Folgerry Winslow n Brown	Robert F. Gardner John H. Shaw C. G. & H. Coffin E. W. Gardner
am Bailey irles Gran! ijamin Roymond. hu F, Turner arles E. Cleavelai	David Thain G. & M. Starbnek & Co.
athan Manter ıram Bailey	:}
Fisher	John A. Baylies
Tobey	Oliver C. Swift
athaniel Hamlen osh, T. Chadwick	W. F. Laphamdo
Cook	E. & E. K. Cook

Cornell B. Allstrum

*Several other schooners sailed

Whaling- ground.	Di	Result	of voy	Mile.		
	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil	Washbone	Remarks.
udian Ocean do	June 12 June 12	July 48, 1858	Bbla. 1, 150		Lbs.	Built 1851; sent home 330 sperm. Lost at sea January 10, 1857, with a full cargo of sperm off; the captain and one man—the sole survivors—were rescued by the English steamer England.
Indian Georgi Atlantie Pacific Ocean do Atlantic Ind. and Pac Atl. and Ind	Oct. 1 July 2 Nov. 17 July 2 Mar. 5 Nov. 10 Apr. 6	Aug. 30, 1855 June 9, 1857 Nov. 17, 1856 July 10, 1855 Apr. 16, 1857	964 85 33	11 7 4 6		Sent home 160 aperm. Sent home 125 aperm.
Atlantic	May 98		5 28 5 14 7 71	10	1	Condemned at Teneriffe July, 1855; oil (5) barrels) sent home. Sent home 84 sperm. Sent home 26 sperm. Set on fire and considerably damaged 1855. at Honolulu; sent home 23 sperm, 380 while, 31,660 bone.
Atlantic	May 1	May 16, 185 2 Oct. 4, 185		09 Q 62 1	76 43	Some home 95 aperm.
Atlanticdo	May		54 1 54	56	10	
Atlantic	May		56	215 185 2,	490 %, 0 30≈ 8, 5	Sent home 3 000 bone. Sent home 11,572 bone; sold to Edgartown 1857.
			na 1	038		Sent home 260 sperm; sold 10 sperm.
Pacific Ocea 	May	9 May 24, 19 22 Aug. 8, 19 16 May 5, 1	959 1, 958 858	040	500	Second mate, Charles H. Ellis, Kinds, the falling of a block December, 1855; sold to New Bedford; broken up 1858; sent home 23,000 bone.
Atlantic Pacific Occa	A 1267	. 25 July 26, 1 . 13 Aug. 23, 1	854 858 1,	746	22	Sald to Mattapoisett.
North Atla Pacific Oce	an. Jus	, 25 July 26, , 13 Aug. 23, 1 , 11 Aug. 7, 1 , 3 June 21, 1 , 10 Apr. 20, 1	858 1 859	600	000	Sent home 179 sperm, 31,000 bone; larges quantity ever brought into Nantucket.
Atlantic .	S Apr	. 26 June 26,	1854	18 32	97 284	
North Pac	fic . Oct			81	1,500 3 850	, 700 First mate, Jonathan V. Smith, died 1852 sent home 266 whale. Sent home 243 sperm, 520 whale, 10,40 bone.
North Pac		v. 23 Nov. 27		1, 227		Sold to New Bedford 1860.
Atlantic do	Ju	ly 27 ay 4 Sept 6 Apr. 23	3, 1855 5, 1856	380	265 140	1,000
Atlantie	м	ay 12 Sept	-, 1854 1 1854	22e 35		

Table showing returns of whaling-ressels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1854.				1
Provincetown, MassContinued.	Mark.	100	Conta	J. E. & O. Bowley
niarctic hanticleer Nickerson ohn Adams . amisa Montezuma M. Spring M. King Parker Cook Riensi S. R. Soper. Union W. Holmes W. Holmes Watter Irvin	do	13d	Young Freeman Birch Tilson Freeman Young Petingill	J. E. & G. 100wies Samuel Cook Samuel Cook Samuel Soper John Adams S. Cook J. E. & G. Howley Thatcher, Cook & Co E. & E. K. Cook J. E. & C. Howley J. E. & G. Howley S. Soper Jonathan Nickerson Vonng S. Soper
Orleans, Mass.	Market .	135	Lamson	Heman Smith
Esther	Brig Bark Brig	113 961 115	O. W. Allerton Nathaniel Ryder	Heman Smithdo
Virginian	Schoozer do		John Smith, jr Martin	do
Reverly, Mass.			- O-bow	F. W. Choate
Eben Dodge	Bark		- Osborn	10
Lady Suffolk	do	210 242	Robertson	do
Balem, Mass.	Bark	0	Holmes	Benjamiu Webb
Messenger	AMETIK	816	44.43.45.45.45.4	
Newport, R. I.	Bark		Spooner	
Helen Augusta	Ship	. 536	Marble	do
Providence, R. I.	. Ship	. 296	Hardwick	Lloyd Bowers
Warren, R. I.				P P 7
Dolphin	. Bark			R. B. Johnson Charles T. Child
New London, Conn.	. Brig	9	Whipple	Perkins & Smith
Catharine Charies Carroll Columbus Dove Electra Friends Gen. Williams H. Brewer Ludia	Shipdo Barkdo Shipdo .	34 34 34 34 46 44 46	Parsons	Perkins & Smith. George Huntley Williams & Haven. Williams & Barnes Benjamin Brown's Son Williams & Barnes Perkins & Smith. Williams & Haven. Williams & Barnes
Montezuma New England Pearl Ripple Venice	do	3	Forsyth Smith Forsyth Smith Forsyth Forsyth Morgan Lester Lester Forsyth F	Williams & Haven E. V. Stoddard
THE PROPERTY OF THE PROPERTY O	A edgs 4			

HISTORY OF THE AMERICAN WHALE FISHERY.

ible showing returns of whaling-ressels

ISH AND FISHERIES.

aptain.	Managing owner or agent.
Birch Filson Freeman Young Peringill Cook Long	J. E. & O. Bowley Sammel Cook Sammel Soper John Adams S. Cook Freeman J. E. & G. Bowley Thatcher, Cook & Co E. & E. K. Cook J. E. & G. Howley S. Soper Jonathan Nickerson — Young S. Soper
Lamson Freeman Alterton uniel Ryder Smith jr	Heman Smith Leander Crosby Heman Smithdododo
- Osborn	F. W. Choate
Spooner	Josiah S. Munroedo
- Hardwick	R. B. Johnson
- Whipple - Hull Parsons Huntley Rose Brown Brown Miller Smith Allen Forsyth Smith Forsyth Morgan Lester	Perkins & Smith George Huntby Williams & Barnes Benjamin Brown's So Williams & Barnes Perkins & Smith Williams & Haven Williams & Barnes Minor Lawrence & C Williams & Haven
Lester	71 Y Y-man

	Di	ato-	Result	of vo	yage.	
Whaling, ground.	Of sailing.	Of arrival.	Sperm-sil.	Whaleoil	What-bose.	Remarks.
Atlantie	May 24	Aug. 98, 18 Aug. 30, 18 Sept. 16, 18	14 156 54 15 54 3 54 3 54 3 654 3 654 4 654 17	4	¥	Withdrawn 1866.
Atlanticdodododo	Apr. 2 Dec. July 1 to Apr. 1	7	855		100	Bought from Boston 1955; crew of 16 officers and men. Missing; had a crew of 23 officers and men.
South Pacific	Nov.		1856	91: 19:	90	Sold to New Bedford 1856; sent home 65 sperm. Sent home 25 sperm.
Atlantic South Atlantic Atlantic Atlantic Xorth Pacifi	June Aug.	14 Aug. 30,	1856	931	210 1,5	10/8
Pacific Ocea		17				Lost near Sydney November 39, 1856, with 500 sperm; was built at Wickford 1821, and rebuilt 1846; Providence's last whater.
Indian Oce		Jan. 1 Jan. 1 Oct. 2	7, 1858 8, 1856	776 17:	1, 400	
Davis's Str	raits Sep	t. 7 Aug. 1			Clean	1855.
North Pac do Indian Occ South Ath Pul. & N. North Pac do Presolation Honolulu	pan . Oct antic Sep P . Ju siffo . Se At	ot. 7 May ne 7 Apr. ly 1 June pt. 12 Apr. ly 13 July	12, 1855 1, 1858 21, 1856 10, 1857 11, 1857 11, 1857 129, 1857 15, 1658 22, 1858 23, 1857 19, 1857 19, 1857	19: 11: 15: 3: 12: 986 14	1,370	11, 80c Sent home 75 aperm, 110 whale. Sent home 26, 125 bone. 6, 150 60 Sent home 2,055 whale. 6 condemned at St. Helean February 19, 1857 Condemned at St. Helean February 19, 1857

Table showing returns of whaling-vessels

		- 1			· · · · · · · · · · · · · · · · · · ·
Name of vessel.	Class.	.founage.		Captain.	Managing owner or agent.
1854.	,				i
Cold Spring, N. TContinued.	171. i m	52:		Grant	John H. Jones
Bi-mistine	Ship	27		Eldridge	do
	Bark Ship	579		Green	do
Stonington, Conn.		١.,		Keene	John F. Trumbull
Tekoa United States	Schooner Bark	14 24		- Holt	do
Greenport, N. Y.				Com	Wells & Carpenter
CarolineItaly	Bark Ship	25 20		Case	David G. Floyd
Neva Oregon Philip, 1st	do Bark do	. 2:		Hand	
Roanoke	do	. 2	52 -	Wade	do
Mystic, Conn.				7711-11	Charles Mallory
Leander	Bark Ship do	- 13	13 - 195 - 165 -	— Kimball McGenley Baker	do
Sag Harbor, N. Y.	Bark	1.	311 -	Edwards	Thomas Brown
Black Eagle	Ship	1	512		
Montauk			239	Goodale	T. Brown
Odd Fellow Parana Tuscany. William Tell	Bark. Brig. Shipdo		239 209 299 370	Smith	
San Francisco, Cal.	01.1		200	Hunting	More, Folger & Dow
Charles Carroll	Ship Schoor do Brig Bark.	er	130 271	Gregory Osborn Sayre Andrews	Blanchard & Connor Moore & Folger
1855.					
New Bedford, Mass.	Ship .		421	Dougherty	Swift & Perry
Alexander	Bark		406	-	
Alice Frazier Alice Mandell	Ship		413	C. M. Newell John S. Dennis	C. R. Tucker & Co
Arnolda Baltio	do Bark		360 395		James B. Wood & Co Alexander Gibbs
Barnstable	Ship		373 349		David B. Kempton C. R. Tucker & Co
Byron	Bark	i	175	William E. Tower	Zeno Kelley
DALAT			i .		* No oil repor

Captain.	Managing owner or agent.
GrantEldridgeGreen	John H. Jones
Case	Wells & Carpenter David G. Floyd
Hand Babcock Sisson	. Wells & Carpenterdodo
- Wade - Kimball - McGenley - Baker	Charles Mailorydo
- Baker Edwards French Goodale Smith White Smith	Thomas Brown
- Hunting Gregory Osborn Sayre Andrews	More, Folger & Dow Wood & Co Blanchard & Connor Moore & Folger William Balley
— Dougherty M. Newell nu S. Dennis ndrew S. Sarvent	L. Kollock & Son C. R. Tucker & Co James B. Wood & Co
B. Brownson Chemiah C. Fishbert D. Barber . Cilliam E. Tower	er David B. Kempton C. R. Tucker & Co

^{*} No oil reported,

HISTORY OF THE AMERICAN WHALE FISHERY.

	Da	te-	Result	of voya	go.		
Whaling- ground.	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone	politico e aprilico della	Remarks.
North Pacific South Atlantic Arctic Ocean .	Nov. 28	May 6, 185 June 2, 185 May 4, 185	8	371	Lbs.	sold t	nome 1,457 whale, 32,035 pounds bone; to New York October, 1858. o Boston 1860; sent home 1,191 whale, 95 pounds bone.
South Atlantic North Pacific .	Mar. 24 Nov. 21					Sent der bro	drawn 1855. home 59 sperm, 1.546 whale; con- nned at Honolulu January, 1857, a nd sken u p .
South Atlantic Arctic Ocean	Dec. 6 Sept. 26				2,500	Ja co	home 135 sperm, 3,072 whale, 23,800 unds bone; condemned at Honolulu nuary, 1857; fitted from Honolulu and ndemned again in December, 1858. hdrawn 1859.
North Pacific South Atlanti North Pacific	C. Livia	I July 15, 1	857 856 59 858	5 100 1, 22	5 1,900	Buil 18 ju	t at Rochester, Mass., 1825; new topped 53; picked up a dismasted Japanese nk with 27 people on board; carried her to Loo Choo; sold to New London 55; sent home 1,453 whale, 21,337 ounds bone.
South Atlant Indian Ocear Japan Sea	Aug. Oet.		1001	35 3	73 3, 0 82 58 8, 5	00 Sei	nt home 75 sperm, 32,000 pounds bone.
Arctic Ocea			, 1859		630	So	illt 1851 ; sent home 75 sperm, 872 whale, 1,360 bone ; sold to New Bedford 1859. ld to Boston 1860 ; sent home 70 sperm, 700 whale, 11,604 pounds bone.
South Atlat Patagonia, Arctic Occa North Paci	Mile July	12 Mar. 24	1856	79		000 W	7 ithdrawn 1=55. ent home 1,490 whale.
North Pae Pacific Oc do do do	Dec Dec	. 28 . 4 . 6 May 1 . 30 Oct. 1 t. 12 Apr.	0, 1855 4, 1855 1, 1855			N	to report. to report, perm and elephant. Part blacktish.
Indian Oc North Pa do	eifle Oc.	ıg, 10		4		5, 400	Lost on coast of New Zealand, January 3, 1858; had 1,300 sperm; saved a part. Sent home 245 sperm, 12,500 pounds bone. Sent home 282 sperm, 598 whale, 11,230 bone; lost on Frate Shoals, China Ses, March, 1857; two men lost. Sent home 1,100 whale, 55,100 pounds bone. Sent home 1,500 whale, 55,100 pounds bone.
do do	Ne	pt. 26 Apr. May	26, 1859 23, 1859		1, 303 2, 365		lome 38 sperm, 407 whale, 4,400 pounds home; sold and withdrawn 1859; loat 1859.
do .			4, 1859 9 1, 1859		1, 472 1, 590	3, 500 2, 200 650	olulu at an expense of over \$8,000; sent home 810 whale, 19,400 pounds bone, Laptair
Pacific	Ocean A	ug. 27 Mai	. 9, 1861	495	77	650	Tower died at sea October, 1856.

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1855.				
New Bedford, Mass.—Continued.				
Caliao	Ship do Bark	324 280 295	S. E. Cook	Henry Taber & Co C. R. Tucker & Co James D. Thompson
Champion	Ship Bark do	336 261 263 373	Philander Smith	William Hathaway, jr Charles Hitch & Son Edmund Maxfield
Columbus	Ship	313 376		William R. Rodman Gideon Allen
Congaree	Bark Ship	321 391	James T. Eldridge Aaron Dean	Thomas Wilcox Benjamin B. Howard
Desdemona. Draper. Dunbarton E. Corning	do do Bark	295 291 199 325	Thomas H. Smith William P. Sanford Joseph P. Nyo Francis O. Rotch	T. & A. R. Nye
Elizabeth Emma C. Jones Emily Eugenia Falcon	Ship Bark do Ship	32: 347 333 356 273	Obed Pierce	T. & A. R. Nyo Edward C. Jones Charles Almy Swift & Allen Thomas Knowles & Co.
Francis Heurietta	Bark	407	F. D. Drew	William G. E. Pope
Geo. Washington	Ship	609	Pardon C. Edwards	L Howland, jr., & Co
Globe	Bark Ship do	215 331 376	Alexander A. Tripp Philip How'and Benjamin F. Wing	Allen Lucas
Henry Taber Hevald, 2d Howld, 2d India Isabella James Allen James Edward	Bark Ship do Bark Ship do	355 303 366 315 357 434	Prince W. Ewer	do T. & A. R. Nye Charles Taber T. Knowks & Co. G. Allen Abraham Barker
James James Maury	Schooner Ship	76 395	Zenas F. Eldridge E. L. Curry	Luther S. Chase C. R. Tucker & Co
J. D. Thompson	Bark	435	William B. Waterman.	James D. Thompson
Java	do	29 5	Augustus Lawrence	G. & M. Howland
John Dawson	do Ship	237 315	Amos C. Baker F.C. Smith	J. & W. R. Wing Wilcox & Richmond
Kutusoff	Bark Ship	319 415	William Almy Andrew J. Wing	James H. Slocum H. F. Thomas
Marengo	do Bark	420 307	James T. Skinner Jacob A. Howland	Jona, Bourne, jr Rodney French
Marion	do	32>	Alfred C. Davis	William P. Howland
Mercury Messenger Mulinoket.	.do Ship Bark	340 291 186	William C. Haydon Isaao H. Jenney Taber	I. Howland, jr., & Co John R. Thornton Benjamin F. Howland

TISH AND FISHERIES.

able showing returns of whaling-vessels

Captain.	Managing owner or agent.
B. Howland ook serson oiel P. Gray der Snuth 4 H. Norton 5. Simmons S. Taylor	Henry Taber & Co C. R. Tucker & Co James D. Thompson do William Hatbaway, jr. Charles Hitch & Sou. Edmund Maxfield William R. Rodman
T. Eldridge Dean	Thomas Wilcox Benjamin B. Howard
s H. Smith in P. Sanford i P. Nye s O. Rotch Pierce n Jenney tus Hale m Cottle	T. & A. R. Nye. Henry F. Thomas Isaac B. Richmond. Alexander Gibbs T. & A. R. Nye Edward C. Jones Charles Almy Swift & Allen Thomas Knowles & Co.
rew	William G. E. Pope I. Howland, jr., & Co
der A. Tripp How'and in F. Wing W. Ewer H. Slocum y Howland 1 1 1 Devoil in H. Smith	Allen Lucas G. & M. Howland Heury Taber & Codo T. & A. R. Nye. Charles Taber T. Knowles & Co. G. Allen Abraham Barker
F. Eldridge urry n B. Waterman. tus Lawrence	Luther S. Chase C. R. Tucker & Co James D. Thompson G. & M. Howland
D. Bakernithn Almyw J. WingT. SkinnerA. Howland	J. & W. R. Wing
C. Davis n C. Hayden I. Jenney Taber	William P. Howland I. Howland, jr., & Co John R. Thornton. Benjamin F. Howland

	Da	ite-	Result	of voy	age.	
Whaling- ground.	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	Remarko.
Pacific Ocean do	Oct. 11 Nov. 1 June 19 Aug. 16 Mar. 7 Oct. 31	June 11, 1858 Sept. 17, 1858 May 16, 1858 May 16, 1858 Mar. 21, 1860 Apr. 29, 1858 Apr. 11, 1858 Mar. 6, 1859 Apr. 3, 1858 June 1, 1859 May 30, 1859	163 1, 237 192 85 153 1, 378 145 1, 319 70	1, 433 175 961 1, 470 565 2, 255 202 1, 668 1, 057 2, 072	1, 300 8, 000 250 1, 200	Sent home 6,300 pounds bore. Sent home 13 sperm. Bought from Stonington 1855; Captain Nickerson came home sick 1855. Sent home 360 whale, 28,700 pounds bone. Sent home 2,600 pounds bone. Sent home 135 sperm. Altered from a slip 1855; sent home 222 sperm, 303 whale, 14,184 pounds bone. Sent home 309 sperm. Sailed July 27 for Davis's Strait; returned September 25 badly stove by a block of tee near Northumberland Inlet; sent home 774 whale, 16,100 pounds bone. Sent home 30 whale, 15,314 pounds bone; sold for freighting 1859.
Pacific Ocean . North Pacific . Atlantic Atl. and Indian	Aug. 14 Nov. 14 Aug. 25	May 9, 1860 Mar. 24, 1859 Aug. 22, 1858 June 4, 1860	000	1, 941 20 6	13, 000	Sent home 80 sperm, 793 whale, 15,500 bone. Sent home 160 sperm; withdrawn 1859. Bought from New York 1855; sent home 650 sperm. Sent home 370 sperm.
Pacific Ocean . South Atlantic Pacific Ocean . do . South Pacific .	May 29 Oct. 18 Nov. 6	May 17, 185	811	1, 371		Sent home 45 sperm. Formerly in merchant-service; added 1855. Second mate, Matthew Towne, killed by falling from aloft December, 1e55; sent
North Pacific			0 1	68		Sout home 4,279 whale, 43,849 pounds bone; sold to the United States 1861; one of "Stoue Fleet," No. 1. Burned at Talcahuano March 16, 1856, by
Atl. & Indian Indian Ocean North Pacific	Aug. 1: June 2	May 13, 185 June 30, 185	8 17	7 9 2, 98	3 2,000	Sent home 360 sperm, 140 whale. Sent home 105 sperm.
Pacific Ocean Indian Ocean Ind. & Pacific Pacific Ocean Indian Ocean North Pacific	July 1: Sept. June	3 July 30, 185 5 June 17, 185 4 May 18, 185 7 June 25, 185	68 1, 02 58 9 0	0 28 3 1, 25 1 1, 49	7 3,000 0 6,200 9 13,700 17 1,400	Sent home 35,000 pounds bone. Sent home 177 sperm, 320 whale, 3,900 bone Added 1855; a hipped 30 sperm, 300 whale
Atlantie North Pacific	Nov. 2		59 1		9 28 2, 20 24 1, 80	smith died at Mauritius May 20, 1800 abandoned and sold at Mauritius 1857. Sold to Sippican 1856. Sent home 108 sperm, 840 whale, 22,17 pounds bone. Built 1855: sent home 82 sperm, 275 whale
Pacific Ocean		8 Apr. 3, 18 5 June 26, 18	-		46 10, 00	36,500 pounds bone.
Atl. & India: Indian Ocean	Jan.	3 May 6, 18 8 Dec. 10, 18	58		63	Sent home 143 sperm, 80 whale, 10,8 pounds bone; withdrawn 1859. Sent home 162 sperm, 167 whale.
Atl. & India North Pacific Indian Ocean	Nov.	14 Apr. 8, 18 10 Apr. 16, 18	59	1, 4	186 149 8, 20	3 Sent home 21,852 pounds bone; withdraw 1860; condemned at Rio Jaueiro 1861.
Pacitic Ocean		2 July 24, 10 8 Apr. 19, 15		188	49	Added 1855; sent kome 27 sperm, 1 whale.
Indian Ocea Pacific Ocea	Oct.	4 Apr. 27, 1 14 Mar. 31, 1 Sept. 21, 1	859	459 260 1,	330 8, 8	Sent home 387 sperm.

Table showing returns of whaling-vessels

Name of vessel.	Class.	Топпаде.	Captalu.	Managing owner or agent.
1855. New Bedford, Mass.—Continued the continued the cont	Ship do do do Bark do do do do do do do d	335 291 196 245 352 360 524	George H. Sowle John Dowles Calvin Swain Buxter Wihiam B. Chapman E. F. Nye James A. Crowell Dexter Bellows Charles C. Swain Daniel D. Wood	E. C. Jones L. Howland, Jr., & Co. T. Knowle & Co. James H. Slocum Swift & Allen David R. Greene & Co. Charles Almy S. Thomas & Co. G. Allen J. B. Wood & Co.
Vavy Vewark Dympia	do	356 323 296	James L. Smith John Ryan, jr	C Hitch & Son William Phillips
Nympta Pacific Pamelia Parachute Phœsix	Bark	385 300 331	John W. Sherman Edward Coggeshall Andrew J. J	Swift & Perry William H. Reynard B. B. Howard Philip Authory
Plover President Rodinau Roman Roscoo	Bark Ship Bark	375 362	George H. Allen Elisha B beock Zeb. A. Devoli Alfred M. Coffin	W. & G. D. Watkins. Richmond & Wood C. W. Morgan. E. C. Jones. And. Robeson
San Francisco Sappho Sarah Sheafe		268 320 402		William Phillips O. & E. W. Seabury William H. Reynard.
Seconet	Ship	400	J. F. Cleaveland	Charles Almy
Sophia Thornton So, America	do	424 606		J. R Thornton W, O. Brownell
Stella	do	. 33	R. W. Hathaway	. Cook & Snew
Trident	Ship	. 449	Marcus W. Taber	Frederick Parker
Tropic Bird	Barkdo	220		William P. Howland Chapman & Bonney.
Vigilant		. 28	Joseph McCleave	W. & G. D. Watkins
Virginla Warren	dodo	34		William Hathaway, William Wilcox
Warralat	do	30	George Swain	Lawrence Grinnell.
Wavelet	Ship.		D. P. West	L Howland, jr., & C
Wm. Hamilton				W. H. Reynard
Winslow	Bark.		William Watson James W. Ferril	

ible showing returns of whaling-ressels

Captain.	Managing owner or agent.
e H. Sowle Swain Swain Baxter In B. Chapman Nye A. Crowell r Bellows Sc. Swain I D. Wood St. Smith Ryan, jr W. Sherman I Coggeshall	E. C. Jones 1. Howland, Jr., & Co. T. Knowles & Co. James H. Slocum. Swift & Allen David R. Greene & Co. Charles Almy. S. Thomas & Co. G. Allen J. B. Wood & Co. C. Hirch & San. Wikiam Phillips Swift & Perry William H. Reynard.
ew J.	Philip Authory W. & G. D. Watkins. Richmond & Wood. C. W. Morgan E. C. Jones. And. Robeson
Cleaveland PR Nichols h, T. Walker	Charles Almy J. R. Thornton W. O. Brownell
7. Hathaway	. Frederick Parker
ns E. Clark, jr Ellis oph McCleave	Chapman & Bonney.
omas M. Peakes served S. Wilcox	William Hathaway, William Wilcox
orge Swain	Lawrence Grinnell.
P. West	L Howland, jr., & C
lliam Watson	W. H. Reynard

	Da	ite-	Result	of voy	rage.	
Wheling- ground.	Of sailing.	Of arrival.	Sperm-oil.	Whale-ail.	Whalebone.	Remarks.
North Pacific Indian Ocean Pacific Ocean Indian Ocean Pacific Ocean	Nov. 5 June 5 Oct. 22 June 5 Aug. 23	June 25, 1859 May 26, 1858 Sept. 27, 1859 Aug. 23, 1858 June 18, 1858	Bbls. 1, 002 235 1, 375 339 385	Bbls. 1, 864 2, 070	Lbs. 1, 900 1, 700	Sent home 17,141 pounds bone. Sent home 65 sperm, 122 pounds bone. Built 1845; third mate and bont's crew lost November 19, 1856, fast to a whale. Store by lee and sunk in Ochotek June 15,
North Pacific	Sept. 1					1856; saved 230 sperm, 40 whale. Bought from Nantucket, 1854; sent home
Pacific Ocean	Jan. 17	July 23, 1858	1,090			519 sperm.
do	Aug. 15					lone; lost in Potters Day, (October,)
do North Pacify .	July 26 Aug. 1	June 27, 1859 May 21, 1859	166	1, 769		Sent home 455 sperm, 58 whate, 19,200 gounds bone.
Pacific Ocean . North Pacific .	Oct. 15 Aug. 15	June 10, 1859 July 5, 1859	1, 553 140	1, 32	6, 200	Sent home 600 whale, 20,600 pounds bone; sold and withdrawn, 1859.
Indian Oceando	June 4 Aug. 7	Mar. 20, 1859 Aug. 22, 1856 May 10, 1856 May 24, 1856	1,344		17, 300	Added 1855; sent home 38 sperm.
Pacific Ocean do North Pacific do do	Oct. 4 Sept. 10 Nov. 16	July 13, 185 June 9, 185	0 1, 18 0 1, 78	6 62 1,64	0 700 8 15, 000	Built 1855. Bought from Nantucket, 1855.
Atlantic Pacific Ocean do	Mar. 12	Nov. 19, 185 May 28, 185 May 28, 185		0 66	300 31 600	Sent home 80 sperm. 170 whale, 4,800 bone.
do	Sept. 6				1	sperm. 1 300 pounds bone.
South Pacific Pacific Ocean		Aug. 7, 183 May 5, 183	59 1, 2	2, 2	60 1, 30	Sent nome ses sperm, 195 mile, 1858; sent home 183 sperm, 199 while, 37.543 pounds bene; sold and withdrawn, 1869; one of "Stone Fleet" No. 1. Bought from New York, 1855; built 1848; sent home 676 sperm, 105 humpback.
do	Nov.	6 Apr. 1, 18	60 7	59 6	77	Bought from New York, 1855; built 1848; sent home 676 sperm, 105 humpback.
Indian Ocean	Jan. 1	4 May 8, 18	59	82 2, 0	14	sent home 6 to sperm, 103 minmax. Sailed November 23, 1854; returned in December, leaky; sent home 260 sperm, 460 whale, 16,578 pounds bone.
Atlantic	June Aug. 3	4 Dec. 14, 18 July 8, 18			93 38	Sent home 50 sperm. Formerly a schooner; added, 1854, from
Pacific Ocean				10 8	5, 4	Provincer win some to matery or third sent home 400 sperm on voyage: third mate. Charles Swartwout, and four men lost by running on to a loose whale while fast to another, and the boat upsetting.
do Ind. & Pacifi	Aug.	June 19, 18 May 8, 18		926	49 115	Sent home 1,181 whale, 13,652 bone; added 1855, from Holmes's Hole; third mate, Watson Burpee, lost overboard October 17, 1855, withdrawn 1860; finally con-
Pacific Ocea	n Oct.	9				sent home 2.714 Whale, 34.153 pounds
North Pacif	ic Sept.	11		•••		hurt; sent home a small quantity of oil;
Indian Ocea	n Aug.	21				Sent home 369 sperm; lost on a reof near Honolulu, March 17, 1858.
Pacific Ocea	n . Dec.	14 Aug. 5, 1	859	887	1	

Table showing returns of whaling-ressels

Name of vessel.	Class.	Touringe.	Captain.	Managing owner or agent.
1855.				
Fairharen, Mass.				99
Clifford Wayne General Scott Gen. Scott	Ship do Bark	301 331 364	William H. Swain Isaac Daggett Benjamin Clough	Ezekiel Swain L. C. Tripp Nathan Church
Hudson	Ship	36	David Marston	Jenney & Tripp
Japan	do	481	Francis L. Dimon	William G. Blackler
Joseph Maxwell John Coggeshall	Bark Ship	302 33€	And. P. Jenney Phineas Fish	F. R. Whitwell Renben Fish
Northern Light	do	513	E. A. Chapel	Edmund Allen
Phipe Delanoye	do do Bark do	383 261 215 287	Thomas M. Gardner Isaac Grinnell Issacher H. Akiu William H. Crowell	Warren Delano I. F. Terry Dexter Jenney. Jenney & Tripp
Zone	do	365	Moses R. Fish	do
Dartmouth, Mass.				Marken & Commings
Brighton	Bark	354	Abner Tucker	Tucker & Cummings
Charles and Edward Elliot C. Cowdin	Ship	150 280	William H. Salter Thomas S. Bailey	William Potter, 2d Tucker & Cummings
Westport, Mass. Barelay D. Franklin George and Mary Jamet Leonidaa Mattapoisett Mermaid Sea Queen T. Winslow	Brig Bark do	180 171 165 194 125 150 330 261 136	Hen. y S. West	
Mattapoisett, Mass.	Bark	957	West	R. L. Barstow
Annawan Clara Bell Excellent	Brig Bark Brig	159 295 70	Charles H. Robbins	J. Holmes, jr. & Bro R. L. Barstowdo
March	Brig Ship	89 370	Stephen Swift	Loring Meigs
Saraiı	Bark do do	179 191 164	Briggs	R. L. Baratow
Nantucket, Mass.	. Bark	. 340	Thomas Coffin, 2d	John H. Shaw
Alpha Apphia Maria Citizen Hamilton Homer James Loper Nantucket	Ship Schoone Brig	260 360 7 73 . 140 341	Charles H. Chase William Cash Sheffield Lewis B, Imbert Obed Ramsdell	J. B. Macy E. G. Kelley Obed Starbuck

HISTORY OF THE AMERICAN WHALE FISHERY.

FISH AND FISHERIES. Table showing returns of whaling-ressels

Captain.	Managing owner or agent.
am H. Swain Daggett imin Clough	Ezekiel Swain L. C. Tripp Nathan Church
d Marston	Jenney & Tripp
cis L. Dimon	William G. Blackler
P. Jenney eas Fish	F. R. Whitwell Renben Fish
. Chapel	Edmund Allen
nas M. Gardner	Warren Delano
Grinnell ther H. Akin tam H. Crowell	I. F. Terry Dexter Jenney Jenney & Tripp
ea R. Fish	do
er Tucker	Tucker & Cummings
iam H. Salter mas S. Bailey	William Potter, 2d Tucker & Cummings
ton S. Tripp der Smith s B. Devoll S West Grinnell s M. S. wlo ham B. Howes s H. Houghton rge F. Davoll	Alexander H. Corey Job Dayls Rescom Macomber Henry Wilcox C. A. Church H. Wilcox Audrew Hioks do John Hicks
- West	R. L. Barstow
l. P. Cornell rles H. Robbins rin C. Adams	J. Holmes, jr. & Bro R. L. Barstowdo
ary Lewis bhen Swift	Loring Meigs
P. Rounesville Briggs es King	R. L. Barstowdo
omas Coffin, 2d	John H. Shaw
lliam H. Haswell urles H. Chase Hilam Cash — Sheffield vis B. Imbert d Ramsdell hard C. Gibbs	of Obod Blatones

	D	ate-	Result	of vo	yage.	
Whaling- ground.	Of sailing.	Of arrital.	Sperm-oil.	Whale-oil.	Whalebone.	Remarks.
Pacific Ocean	Nov. 20 Oct. 11 Sept. 4	June 10, 1860 Dec. 20, 1859 July 20, 1858	1, 434 488	Bbls.	I.bs.	Sent home 77 sperm, 43 whale. Sent home 23 sperm, 80 whale. Bought from New London, 1855; sent home 14,700 pounds hone. Bought for m Westle 1855; sent home 150
North Pacific	Nov. 26 Nov. 8	Apr. 25, 1859 Apr. 16, 1859	33	860	17, 400	14,760 pounds bone. Bought fr. m Mystic, 1855; sent home 150 sperm, 1,005 whale, 9,700 pounds bone. Budt at Faithaven, 1855; sent home 124 sperm, 1,850 whale, 28,340 pounds bone; sold to New Bouford 1859.
Ind. & Pacific.	Nov. 3 July 17	Ang. 7, 1858 May 9, 1859	1, 495 55	16 1, 145		Captain Fish died 1856; sent home 57 sperm, 12,700 pounds bone; sold to Now
North Pacific Pacific Ocean	Oct. 10 Dec. 25 Dec. 3	June 19, 1860 Fuly 25, 1860 May 29, 1859 Oct. 29, 1858	1,000 175	300 920	12,000 8, 550	Withdrawn for merchant service, 1860.
Indian Ocean Pacific Ocean	Aug. 11 Aug. 18 Sept. 4	May 28, 1859 May 9, 1858	765 24 1, 384	645	3, 500	Sent home 503 whole, 1,800 pounds bone; sold to Boston 1859.
Iudian Ocean	June 5					Bought from New Bedford 1855; Elijah R. Gifford, first mate, killed by a whale December 19, 1855; condemned at Syd- ney May 14, 1859; sent home 620 sporm,
Atlantio	June 13 Oct. 9	Aug. 6, 1856 Mar. 3, 1860	, 244 911	45 90		477 whale, 5,831 pounds bone. Sout home 25 sperm; added 1855. Sent home 59 sperm; added 1855; sold to New Bedford 1860.
Atlanticdodo	May 7 May 30	Sept. 6, 1856	200 2-0			Lost on Cape Antonio March 18, 1856.
Indian Ocean . Atlantic	Oct. 24 May 10 Aug. 22 Oct. 23	Aug. 6, 1857 May 21, 1858 May 1, 1857 Apr. 11, 1857	570	28	4, 500	Sent home 150 sperm. Built 1855; sent home 471 sperm.
Pacific Ocean do	Aug. 6 July 19 July 17	Tune 19, 1≥60 July 11, 1858 July 7, 1857	1.111			Sent home 250 sperm.
Atlantic	Sept. 28 Dec. 18		1	1		Bought from New Bedford 1855; sold 1856. Sent home 176 sperm.
do do	\u20 20 Oct. 29	May 4, 1858	971	11		Sent home 1,200 bone. Her last vojage; she went ashore and broke up in a gale in March, 1860; sen home 2:0 sperm.
do	June 21 Oot. 15	May 8, 1859	32	62	7, 500	Cant hama 35 sparm
Atlantic Indian & Pacific Pacific Ocean .	Dec. 4 Feb. 21 May 25		121	27	4	Sent home 1-7 sperm. Sent home 255 sperm.
Pacific Ocean .	June 27		1, 15			Returned September 1, leaking; saile again September 24; sent home 5 sperm.
do	Inly 9 May 23 Oct. 29 Nov. 23	July 29, 1859 July 4, 1859 No report.	2,01	1 3	0	Condemned at Valparaiso March, 1859. Sent home 900 bone; sold to New York.
Pacific Oceando	Aug. 13 Sept. 18	Oct. 30, 1850 Aug. 14, 1860	10 92		0	Sold to New York. Lost on Nashawena, homeward bound had 736 aperta, 794 whale; sent hom
34	•	'	1	,		240 sperm, 320 whale, 3,000 pounds bone

Table showing returns of whaling-result

to the Marrier of the Marrier Address, the Control of the Control		1		
Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1855.				
Nantucket, Mass -Continued.				
Narragansett Norman Deena Rover	Ship . do . do	39⊨ 33⊱ 417	Georgo W. Gardner Charles C. Ray Charles A. Veoder	Zonas I., Adams
Peru Watchman	Bark Schooner	950 140	Frederick A. Easton Hiram Bailey	Z. L. Adama J. B. Maey
William P. Dolliver Young Hero	do Ship	90 340	James Maguire Valentine C. Long	G. & M. Starbuck
Edgartown, Mass.				
Almira	Ship Schooner	362 80	Wimpenney	Abraham Osborn Ira Darrow
Walter Scott Washington	Ship Schooner	369 140	Collins	Benjamin Worth John A. Baylies
Holmes's Hole, Mass.			997 - A	Thomas Bradley
Eliza Jane Pavilion	Schooner Brig	136 150	West	do
Sippican, Mass. Adm'l BlakeAltamaha	Schoonerdo		Benjamin B. Handy Comsider Fisher	Benjamin B. Handy Stephen C. Luce
Sandwich, Mass.				W. F. Lapham
Amelia	Brig	127	David S. Russell	W. F. Sapinin
Provincetown, Mass. Alleghany Alexander Chanticler E. Nickerson F. Bunchinia Jo. 1 Adams	do do Bark Schoone	75 87 132 200 r 99	Snow	. Samuel Soper
Louisa	uo	1		
Montezuma	do		Young	J. E. & G. Bowley
M. King Oiive Clark Richard Rieuzi Samuel Cook	do do Brig	92 92 100 120	Tuck Voung Caton Genn	S. Soper Philip Cook J. E. & G. Bowley S. Cook
S. R. Soper	Bark Schoone	. 18	Cook	Stephen Nickerson Jonathan Nickerson S. Soper
Orleans, Mass. Lewis Bruce	Brigdo Bark	10	8 Lamson	do
Beverly, Mass. B. Franklin	Bark	16	Brown	F. W. Cheate
Warren, R. I.				
Florence	Bark	39	Champlin	
Smithfield	do		McCleave	,
	do	1 40	Colt	Charles T. Child

FISH AND FISHERIES.

Table showing returns of whaling-result

Captain.	Managing owner or agent.
ge W. Gardner ea C. Ray ea A. Veeder erick A. Easton n Bailey s Magnire entine C. Long	Zengs L. Adams G. & M. Starbuck G. & M. Starbuck a Co Z. L. Adams J. Ik Macy do G. & M. Starbuck Abraham Osborn
- Crosby penney Collins Fisher West Adams	Benjamin Worth
amin B. Handy	Berjamin B. Handy Stephen C. Luce W. F. Lapham
Cook	E. Nickerson John Adams S. Cook T. & S. Hilliard
Pettragill Tuck Young Caton Genn Soper Needham Cook Genn Paine	S. Cook S. Soper Stephen Nickerson
— Ryder — Lamson — Allerton	Heman Smithdodo
- Brown	F. W. Cheate
McCleave	do

	Da	te-	Result	of voy	rage.	
Whaling- ground.	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebane.	Remarks.
Pacific Oceandodo	July 11 Oct. 4	May 20, 1860 May 12, 1860 Oct. 26, 1858 Aug. 1, 1850 July 14, 1856	Bbln. 83 97. 1, 72) 820	Bbln.	Lbs.	Built 1855; sold to the Spanish govern- ment. Seaf home 73 whale. Built at Manchester 1853. Captain Bailey was drowned at Bonn Vista May 31, 1856.
North Pacific	Ang. 21 May 15	May 6, 1858	181	506		Burned at Sandwich Islands 1958. Sent home 12,000 bone; sold at Talcahnano February, 1858; sent home 193 sperm, 10 whale. Sent home 12,000 bone. Added 1855.
Atlantic	Oct. 11	July 98, 1856 Oct. 31, 1856 Apr. 10, 1856				Added 1855; withdrawn 1856. Added 1855; sent home 163 sperm.
Atlantic	May 10	Aug. 31, 185 Nov. 12, 185 Sept. 2, 185	7			Took, in all, 240 sperm, 8 blackfish; worth §13,510. Returned clean; sold to Mattapoisett 1856.
Atlanticdo	Apr. 0 May 11 Aug. 24 July 17 Apr. 24 May 13	May 6, 16, 18, 3 tone 22, 18, 5 Oct. 25, 18, 6 Oct. 6, 18,	56 1 56 20	10 10 10 10 10 10 10 10 10 10 10 10 10 1	34 34 35 35 40 4,00	Sent home 217 sperm; added 1855. Withdrawn 1856.
do	May Apr. 1- Apr. 2: May 1: Apr. 1 Apr. 1 May	Aug. 31, 18 Apr. 12, 18 Oct. 3, 18 Nov. 22, 18 Sept. 14, 18	55 56 55 55 1	29	3	No report. Added 1855; withdrawn 1856.
Ind. & Atlan Atlantic	Oct. 1 tie June 1 Nov.	Sept. 2, 16 Sept. 11, 18 Sept. 6, 18 Sept. 26, 18	55 ¥ 56 57 4 55	15t 4	152 150 4, 0 150	00
Atlantic do	Mar. 3	Apr. 25, 16 July 3, 18 Sept. 30, 18	356 356 356	155	313 2, 8	Added 1855; sent name 50 sperm.
Atlantio	Aug. 1	15 Aug. 28, 1	856	16	169	Sold to Fall River 1856.
Pacific Ocea						Captain Champlin died in Japan Sea 1859 sent home 200 sperm, 300 whale, 3,676 bone; condemned at Honolulu 1859. Condemned at Pernambuco December
Atlantic &		July 21, 1		432		1855.

Table showing returns of whaling-vensels

Name of vessel,	Class.	Totmage.	Captain.	Managing owner or agent.
1855. Newport, R. I. Antelopo Mechanic		340 € 385 T	Oliver Potter T. J. Corey	8 W. Macy Oliver Read
Mechanic New Lundon, Gonn. Orea Georgiana	Ship Brig	365 -	— Fish	Frink & Prentis Perkins & Smith
George Henry Hannibal John & Elizabeth John E. Smith Laurens N. America North Star	Ship do Selsones Ship Back Ship	411 906 119 120 385 399	Royce Destin Fisher Smith Lyons Fish	Benj. Brown's Sons Williams & Haven R. H. Chappell Perkins & Smith Williams & Haven Williams and Barnes
Peruvian Pioneer Vesper Zoe	do Bark Ship Brig	235	Lucius L. Butler Morgan Hempstead Royce	E. V. Stoddarddo Williams & Barnes Thomas Fitch, 2d
Greenport, N. Y. Kanawha Prudent	Bark		Terry Hamilton	Wella & Carpenter David G. Floyd
Say Harbor, N. T.	Bark	291	—— Hamilton	Thomas Brown
Cancordia	do Ship Bark	265 51r 273 236	Hallock	John Budd
San Francisco, Cal. Eagle Francis Herald Hopewell Leonoro Nonparci R. Adams S. McFarland	Schooner Brig Skip Schooner Ship	262 370 13- 271	Reynolds Scammon Andrews	G. B. Post & Co Benjamin F. Hardy Tubbs & Co Moore & Folger William Bailey
Mystic, Conn. Aeronaut	Ship	265		Charles Mallory
1856. New Bedford, Mass. Abigail Active Adeline Addison Atten Anneonda Archer	Ship do Bark	33 325 436 245 365	William Wood	Cook & Snow C. R. Tucker & Co Isaac B. Richmond F. & G. R. Taber L. B. Richmond

HISTORY OF THE AMERICAN WHALE FISHERY.

FISH AND FISHERIES.

able showing returns of whaling-vessels

Captain.	Managing owner or agent.
r Potter Corey	8 W. Macy
- Buddington	Perkins & Smith
es Buddington	do
Boyce Destin Fisher Smith Lyons Fish Fish House Fish Has Butler Morgan Hempstead Royce	Benj. Brown's Sons. Williams & Haven. R. H. Chappeli Ferkins & Smith Williams & Haven Williams and Barnes. E. V. Stoddard do Williams & Barnes. Thomas Fitch, 24
Terry	Wells & Carpenter David G. Floyd
- Hamilton	Thomas Brown
McCorkle Hallock Jennings Babcock	
Dubols Chester Derrick Reynolds Scammon Andrews Andrews Miller	Benjamin F. Hardy Tubbs & Co Moore & Folger William Bailey
	Charles Mallory
ofus N. Smith illiam Wood ss Taber unuel Lawrence unes M. Clark unnel T. Cremer atthew L. Smith	Isane B. Richmond F. & G. R. Taber I. B. Richmond

	1):	ste-	Remit	of voy	age	
Whaling- ground.	Of sailing.	Of arrival.	Spermoil	Whale-oil.	Whalebone.	Remarks.
Pacific Ocean . North Pacific.	Oct. 4 Nov. 27	June 10, 1859 Арт. 13, 1860	#Bbln. 3~1 36	Bbla 52, 530	Lhn. 701	Sold to New Belford 1850. Sold 1860; one of "stone fleet," No. 2; sunk 1801.
North Pacific Davis's Straitdo	Aug. 18 Apr. 11 May 20	June 26, 1859 Sept. 27, 1856 Dec. 20, 1855				Added 1855; sent home 1,120 whale, 94,000 bone. One of "stone first." No. I. Returned clean; but I men from senryl; wintering in Frobisher's Strafts. Added 1855; fell in with the abandoned English discovery ship Resolute and carried her into New London. First American vessels sailing for this sea.
Spitzbergen Sen Indian Ocean Atlantic Desolation Isld Atlantic	Sept. 18 Sept. 18 Sept. 17	Mar. 21, 1856 June 11, 1856 June 21, 1856 May 8, 1857 June 18, 1858		81± 367 4, 324 1, 534	5, 110 3, 600 1, 790	Added 1855, 300,
Facilie Ocean . South Atlantic Desolution Isld Indian Ocean	Aing 7 Sept. 11 May 15 Oct. 4 July 19 Oct. 26	Apr. 7, 1856 June 13, 1857 June 20, 1858 Apr. 4, 1857	5' 12'		50 1, 000 1, 200	Lost on Bedout Island, New Holland, July 12, 1856. Added 1855; sent home 225 elephant.
Atlantic & Ind Atlantic		Apr. 30, 1860 May 18, 1850	3.	890		Bought from New York 1855; built 1847; sold 1860; Greenport's hat whaler. Second mate killed by natives of Easter Island 1856; added 1855, from Stoning- ton; sold 1859; sont home 742 whale, 6,705 bone.
Indian Ocean .	Dec. 7					Sent home 280 sperm, 720 whale, 6,000 bone; condemned at St. Helena February 25, 1858.
South Atlantic North Pacific South Atlantic	Oct. 26 Nov. 9		950	570	1, 200 1, 000	Sent home 112 sperm, 412 whale, £100 bone One of "stone fleet," No. 2; sunk 1862 Sent home 160 sperm, 466 whale, 3,000 bone.
Pacific Oceandodododododododododo	Jan. 11 Jan. 9 Lac. 19 Dec. 3 Dec. 13 Apr. 26	July 25, 185 Aug. 15, 185	6 6	6 500 4 10	D	No report. Do. Do. Do. Last reported at Panama November 2, 1856.
******						Lost 1856.
North Pacific Pacific Ocean North Pacific Pacific Ocean Atl. and Indi Pacific Ocean do	June Oct. 2 Nov. 2 May 2 Oct.	3 July 9, 186 2 June 25, 186 5 June 14, 186	80 80 80 18 80 76 80 1, 3	90 90 90 66 35	4, 10	Sold 60 sperm, 1,717 whate, 10,222 bone.

Table showing returns of whaling-ressels

Carolina	wherer	Managing own agent.	Captain.	A. A	lass.	L.	Name of venuel.
	1				i		1850.
Carolina	omber	John A. Macom	d G. Pierce.	1 1	a mbr		
Catalpa	rd	William Gifford			1		
Caravan do 33 James G. Bragg. William O. I. Chas. W. Morgan do 33 James G. Bragg. William O. I. Chas. W. Morgan do 33 James G. Bragg. William O. I. Chas. W. Morgan do 33 James G. Bragg. William O. I. Chas. W. Morgan do 33 James G. Bragg. William O. I. Chas. W. Morgan do 33 James G. Bragg. William O. I. Chas. W. Morgan do 33 James G. Bragg. William O. I. Chas. W. Morgan do 33 James G. Bragg. William Phi Chris. Mitchell do 36 James J. Charles Contracy L. Kollock & W. G. E. Poj Contest. do 340 Samuel H. Whiteside W. G. E. Poj Contest. do 341 Jeremiah Ludlow L. Howland, Courier. do 341 Frederick W. Coffin O. & G. O. C. Courser Bark 341 S. H. Gifford Damiel Wood Bark Ship 345 Thomas Morrison Jas. B. Woo Swift & Pet Egle do 366 John W. Noron B. F. H. wha Eliza do 366 John W. Noron B. F. H. wha Eliza do 366 John W. Noron B. F. H. wha Eliza Ship 402 Stephen G. Russell George F. I. Empire do 380 Stephen G. Russell George F. I. Empire Bark 35 Bark 35 Benjamin L. Boadry Swift & All Frorida Ship 389 William Lowen Jas. B. Woo Gov. Troup do 350 Anthony Milton E. C. Jones Gay Head Bark 391 Matthew Anderson Janes Beet Gen. Piko do 312 James Russell William G. Gen. Piko do 360 Anthony Milton I. Howland Heela Bark 367 Henry F. Vorth L. Kollock Hiowe Bark 367 Henry F. Vorth L. Kollock Hiowe Bark 367 Henry F. Vorth L. Kollock	Co	8. Thomas & Co.	- Harding	99: -	lo		Carolina
Caravan James G. Bragg Gideon Allen Chas. W. Morgan do 331 Thorans N. Fisher L. Howland. William O. I. China do 331 Thorans N. Fisher L. Howland. William P. I. China do 331 Thorans N. Fisher L. Howland. William P. I. China do 331 James R. Fisher L. Howland. Azel Howard Grade Milliam Philosophic Chris. Mitcheil Azel Howard Janchester Chris. Mitcheil do 931 Ser dward Janchester David B. Ke Cloero do 254 Charles Constney L. Kollock & W. G. E. Pop Contest do 340 Jeremink Ludlow L. Kollock & W. G. E. Pop Contest do 341 Jeremink Ludlow L. Howland. Courser do 341 Jeremink Ludlow L. Howland. Courser do 341 Jeremink Ludlow L. Howland. Courser do 341 Jeremink Ludlow L. Kollock & W. G. E. Pop Courser do 341 Jeremink Ludlow L. Kollock & W. G. E. Pop Courser Bark 341 Jeremink Ludlow L. Kollock & W. G. E. Pop <t< td=""><td>r., & Co.,</td><td>1. Howland, jr., d</td><td>iam F. Suow</td><td>100</td><td>ark</td><td></td><td>f'atalua</td></t<>	r., & Co.,	1. Howland, jr., d	iam F. Suow	100	ark		f'atalua
Chas. W. Morgan	& Sou .	Gideon Allen &	on Ricketson	545 1	hip		•
Chill	3rownell	William O. Bro	on G. Brugg	33.	do		Caravan.
Contest	d	I. Howland, jr., William Philip Azel Howard David B. Kemp	happing St. C taple	1313.5	do		China
Contest	Fon	L. Kollock & So W. G. E. Pope	rles Courtney and H. Whiteside	25g			
Courser Bark 321 S. H. Gifferd B. Franklin das. B. Woo Esgle Bark 345 James Morrison Swift & Per Elward do 324 John McNetton B. F. H. wha Morrison Swift & Per Lorent Morrison Morri	jr., & Co	I. Howland, jr.	emiah Ludlow	441	.do		Contest
Courses		O. & G. O. Croc	derick W. Coffin	Jel	.do		Courier
Edward	d & Un	B. Franklin Ho Jan. B. Wood & Swift & Perry B. F. H. wland	mas Morrison	345	Ship Bark		Daniel Wood
Empire Salp Sel Edward B. Phinney Edward Fanny Bark 35 Edward B. Phinney Edward C. Fanny Bark 33 Edward B. Phinney Swift & All Florida Ship 33 Edward B. Phinney Swift & All Florida Ship 33 Edward D. Fish E. C. Jones James Beet Jas. B. Wood Jas	Ponniman	Thomas Know Cornell & Pen	lliam B. Stanton eph H. Cornell		.do		Edward
Florida	Jones	George F. Par Edward C. Jou Swift & Allen	phen G. Russeli ward B. Phinney njamin L. Boadry	380	do		Europa
Gen. Pike do 3i3 James Russell William Gov. Troup do 430 Anthony Milton E. C. Jones Gov. Troup do 360 Austin Smith I. Howland Hecla Bark 907 Orrick Smalley T. Knowles Hector Shiip 380 Amos A. Chase William J. Helen Mar Bark 367 Henry F. Worth L. Kollock Hiawatha Ship 381 John Ellis T. & A. R.	tlo	E. C. Jones James Beetle	ddington P. Fish tthew Anderson		8hip Bark		Florida
Gen. Pike do 430 Anthony Milton E. C. Jones	ы & Co	Jas. B. Wood &	illiam Lowen	389	Ship		Gay Head
Heela		William Giffor E. C. Jones I. Howland, jr	mes Russell ithony Milton agin Smith	430	do		Gen, Pike Gov. Troup Gypsy
Helen Mar Bark 367 Henry F. Worth L. Kollock Hiawatha Ship 381 John Ellis T. & A. R. Hope Bark 186 Shubael F. Brayton Zeno Kell Cook & Su Cook & Su Cook & Su	Rotch		rick Smalley nos A. Chase				Heela
Hiawatha Saip Hope Bark 186 Shuhael F Brayton Zano Kell Cook & Su			enry F. Worth	367	Bark		
Hope Bark Bark William Allon	N26	T. & A. R. Ny	hn Ellis	381	Ship		Hiawatha
datement vivor	ю₩	Cook & Snow	mbael F. Brayton illiam Allen		Bark		Hope
Hydaspe Ship 313 Pardon Taber J. B. Wood Jreh Perry do 435 George H. Cannon Swift & Po	l & Co erry	J. B. Wood & Swift & Perr	ordon Tabereorge H. Cannon				Hydaspe

HISTORY OF THE AMERICAN WHALE FISHERY.

Cable showing returns of whaling-ressels

FISH AND FISHERIES.

Captala.	Managing owner of agent.				
d G. Pierce	Jehn A. Macomber William Gifford				
- Harding	8. Thomas & Co				
iam F. Snow on Ricketson	I. Howland, jr., & Co Gideon Allen & Son				
es G. Bragg	William O. Brownell				
mns N. Fisher i W. Thompson . j im n S. Clark ard Manchester	I. Howland, jr., & Co., William Phillips & San Azi (Howard David B. Kempton				
rles Courtney nel H. Whitesids	L. Kollock & Son W. G. E. Pope				
endah Ludlow	I. Howland, jr., & Co O, & G, O, Crocker				
derick W. Coffin. I. Gifford I. Morrison I. McNelly I. W. Norton	B. Frat klin Howland Jas. B. Wood & Co Swift & Perry B. F. Howland				
lliam B. Stanton eph H. Cornell	Thomas Knowles & Co. Cornell & Penniman				
phen G. Russell ward B. Phinney ijamin L. Boadry .	George F. Parker Edward C. Jones Swift & Allen				
ldington P. Fish tthew Anderson	E. C. Jones James Beetle				
lliam Lowen	Jas, B. Wood & Co				
mes Russell thony Milton agin Smith	William Gifford E. C. Jones I. Howland, jr., & Co				
rick Smalley nos A. Chase	T. Knowles & Co William J. Rotch				
onry F. Worth	T. & A. R. Nye				
hn Ellis					
ubael F. Brayton illiam Allen					
rdon Taber eorge H. Cannon	J. B. Wood & Co Swift & Perry				
	•				

	D	itr-	Result	of voy	age.	
Whaling- ground.	Of sailing.	Of arrival.	Sperm-oil.	Whale-ail.	Whalehour	Remarks.
			Bbls.	Bblu.	Lba.	to the Manager
Pacific Ocean .	Aug. 5					Sent home 54 sperm; lost on Point Mangle, New Granada, July 99, 1857.
lud, and Pacific	Aug. 5			• • • •		New Granada, July 30, 1855. Built at Darthouth 1843; sept home 95 sporm, 882 whale, 6,039 pounds home; lost on Minerva Shoals May 34, 1859; one man lost.
Pacific Ocean .	Oct. 3	Арг. 13, 1861.	40	591	5, 400	Sailed under command of James Gray, who come home sick 1856; sent home 1,185 whole, 11,644 pounds bone; withdraws
do	June 90	June 19, 1860	894	8		Sept home 274 sperm; sold and withdraws
North Pacific.	Oct. 16					Sent home to specim; I as on const of Brazil on account of intemperance of Brazilian officials; subsequently paid for by
,do	Aug. 95					Bough, from Fall River 1858; sent hom 45 sperm, 569 whale, 5,869 pounds bone
,do	Sept. 15	Apr. 16, 1859	11-	891	£3, ≥00 £6, 200	Sent come 10% sperm, 548 whate, 14,550 both Sent home 195 sperm, 844 whate,
Indian Ocean . North Pacific	Oct. 15 July 3. Aug. 16	June 26, 1859 June 8, 1869 May 17, 1860	701	10-	9, 400	Seat home 55 sperm, 473 while, 14.00
do	Aug. 19 Aug. 7	May 16, 1860		483	4, 600	Sent home 23 sperm, 598 whale, 8,900 box Sent home 73 sperm, 2,770 while, 3,565 nounds home; condemned at Honoral
do	Oct. 24			1, 800	8, 850	December, 1858. Built at Mattupolett 1856; sent hou 1,950 whate, 24,176 pounds bone. Sent home 535 si erm; one of the "sten
Pacific Ocean .	tlet. 4	1.11.0				flect No. 1.
North Pacific. Pacific Ocean - Atlantio	Feb. 19 Oct. 3 Oct. 25 May 15	Apr. 19, 1866 Mar. 38, 186	936	61	6, 200	Altered from a stip 1536. Lought from Beverly 1656; sent home 1
Pacific Ocean North Pacific	July 8	Apr. 24, 186 June 13, 186	0 74	95	5, 400	sperm, 800 whate, 11,800 pounds bone.
Ind. and Pacifi North Pacific.	Aug. 1 June 2 July 1	1 Apr. 30, 180	0 88 0 88			Sent home 52 sporm, 800 whale, 31,6
do	Oct. 1 Oct. 3	Apr. 25, 135 1:60 or 186	9		10,00	
do	Oot. 9	0 Aug. 28, 186	8 0	1, 17	98	after hauling in 150 fathoms of line; so
do Indian Ocean	. Aug. v	7 Apr. 16, 18.	59 11 59	1, 90 1, 40	5, 10 6 11, 00	Sent home 759 whale, 5,900 pounds some Sent home 305 sperm, 907 while, 16,600 bo
Pacific Ocean	June	3 June 2, 183	59 56		90	Sent home 632 sperm. Sent home 910 sperm; captured by a re
do	. Jan.	5 Mar. 17, 18	61 (1, 2	8, 50	
do	. Oot.	Mar. 26, 18	51 1, 2	46		16.497 pounds bone; sold to Bos'on 18 Built at New Besford 1850; sent home sperm; sold to Boston 1863, for n chant-service.
Indian Ocean Atl. and India		June 1, 18 July 19, 18	57 1	1: 61	Ω 4	Built at Mat'apoisett 1876; sent home sperm, 240 whale, 2,000 pounds bone.
Ind. and Pacific North Pacific	fic Aug.	June 19, 18 2 May 27, 18	59 1, 3 60	19 3 75 1, 1	9: 27 7, 9	Sent home 177 sperm. Second mate, Jabez Webb, killed b whale March 21, 1860; sent home sperm, 1,084 whale, 7,210 pounds bone

Table showing returns of whaling-ressels

1					
Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or a sent.	
1856.	ļ				
New Bedford, Mass.—Continued.				Swift & Perry	
Josephine	Ship	44:	James R. Allen		
Kingfisher	Bark	451	Martin Palmer	Jona. Bourne, jr	
Lafayette Lagoda	do Ship do	341 341 395	George G Ray John D. Willerd Agron C. Cushman	I. H. Bartlett & Sons J. Bourne, jr Richmond & Wood	
Lapwing Louisa Maha	do Bark do	432 310 151	Michael Cumiskey William R. Hathaway Ingraham D. Oliver	E. C. Jones Swift & Allen Benjamin B. Howard	
Maria	do	20: 210 364	Joseph Abbott William T. West Daniel B. Greene	Thomas R. Rodman C. R. Tucker & Co Swift & Allen	
Mars Mary Frazier Mary Merlin	do Ship	270 2** 261 34*	Gerardus P. Harrison John Rounds John R. Sands John S. Deblois	C. R. Tucker & Co B. F. Howland I. Howland, jr., & Co W. & G. D. Watkins	
Milton Minerva	Ship	35-	Charles Halsey Charles H. Gifford	Henry Taber & Co Widiam Gifford	
Montezuma Morea	Bark Ship		Dennis D. Baxter Berian C. Manchester	James H. Slocum	
Morning Light	do	361	Norton	S. Thomas & Co	
Nassau Niger Ocean Ocean Wave	do do	40° 43° 34°	Nathan M. Jernegan Ezra Gifford	John R. Thornton	
Orray Taft			John P. Carr	C. R. Tucker & Co	
Rajah	do	25	Ansel N. Stewart	do	
Rainbow	Ship	47 50		W. Gifford	
Rambler	do	39			
Reindeer Roscoe, 2d Saratoga		. 23	Nathan H. Mendell	Edward W. Howland . J. Bourne, jr	
Sea Breeze	Bark	4	Benjamin F. Jones	O. & E. W. Seabury	
Sea Flower	do	1	Sylvanus Cleaveland		
Silver Cloud	1 .	4	Edward Coggeshall .	Russell Maxfield	
			1	•	

Captain.	Managing owner or a sent.
	·
R. Allen	Swift & Perry
ge G. Ray D. Will rd a C. Cushman	I. H. Bartlett & Sons J. Bourne, jr Richmond & Wood
ael Cumiskey am R. Hathaway ham D. Oliver.	E. C. Jones Switt & Allen Benjamin B. Howard
am T. West el B. Greene	Thomas R. Rodman C. R. Tucker & Co Swift & Allen
rdus P. Harrison Rounds R. Sands S. Deblois	C. R. Tucker & Co B. F. Howland I. Howland, jr., & Co W. & G. D. Watkins
les Halsey les H. Grifford	Henry Taber & Co Widiam Gifford
nis D. Baxter ah C. Manchester	James H. Slocum Azel Howard
- Norton	S. Thomas & Co
ry Murdock ian M. Jernegan. Gifford im Baker	Swift & Perry
n C. Clark	Allen Lucas
el N. Stewart	do
inmin II Halsey . id P. West	W. Gifford
ies W. Willis ward R. Ashley han H. Mendell derick Slocum	
njamin F. Jones	O. & E. W. Seabury
vanus Cleaveland ward Coggeshall .	

HISTORY OF THE AMERICAN WHALE FISHERY.

	Da	ite	Result	of voya	ge,	
Whaling- ground.	Of sailing.	Of arrival.	Sperm-63.	Whale-oil.	Whalebone.	Remarks.
Pacific Ocean North Pacific .	-	Apr. 24, 1859 May 8, 1860	Bbls. 1	3bls. 1 1, 8e0 16 821	Lbs. i, 900	Built 1856 at Fairhaven; sent home 94 sperm 1,491 whale, 21,000 pounds bone. Built at New Bedford 1856; Captain Palmer taken down by a foul line and lost May 20, 1859; sent home 2,525 whale, 43,914 pounds bone; sold to United States for a blockader 1861.
Pacific Occan	July 17 Aug. 4	May 13, 1861 June 27, 1860 June 3, 1860	1, 539	1, 280 11		Sent home 300 sperm. Sent home 893 whale, 15 436 pounds bone. Captain Cushman died November 23, 1856;
Indian Ocean North Pacific	June 3 Sept. 23 Oct. 22	Nov. 4, 1859 May 9, 1860	1,700 58	850 879	4, 800	Sent home is sperm, 6,000 pounds hone. Sent home 19 sperm; 831 whale, 18,500 hone. Sent home 89 sperm; condemned and sold at Fayal August 27, 1857.
Ind. and Pacific Atl. and Indian North Pacific	Sept. 1 Sept. 16 Nov. 20	Aug. 11, 1859 June 18, 1858 June 26, 1860	293	233 1, 547 1	2, 000 1, 700	Sent home 1,200 pounds bone. Altered from a ship 1956; sent home 50 sperm. 1 400 whalo, 26,176 pounds home. Sent home 238 sperm, 84 whale, 300 bone.
Indian Oceau North Pacific Pacific Oceaudo	Sept. 23	Apr. 13, 1860 June 10, 1860 May 27, 1859 June 19, 1859	166 341 1,506	1, 213 914	8, 600 2, 200	Sent home 93 sperm, 985 whale, 8,838 bone Sold and broken up 1860. Built at Mattapoisett 1856; took 2,000 sperm all told.
do	Sept. 10 July 10	Mar. 22, 1860 Apr. 14, 1860	92 27	1	4, 200	Sent home 95 sperm, 883 whale, 22,826 bone Built at Charlestown 1840; sent home 1 89 rm, 949 whale, 22,618 pounds bone sold and withdrawn 1860.
North Pacific.	Sept. 2	Aug. 23, 1858				Sent home 59 sperm. 1,558 whale, 22.60 sent home 790 sperm, 1,558 whale, 22.60 pounds bone; condemned at Honolul November 13, 1859. Built at South Dartmouth 1856; sent hom
North Pacific. Pacific Ocean .	Nov. 17 Sept. 2	July 9, 1859 May 10, 1860 Aug. 14, 1860	1, 535	1, 039 1, 642 10	7, 800 500	229 sperm, 650 whale, 2,100 pounds rone
North Pacific.						Built 1856, at New Bedford; sent home is sperm, 350 whale, 7 000 pounds bour lost on Elbow Island October 12, 1859. Sent home 71 sperm.
Atlantic Atl. and India North Pacific Indian Ocean .	July 29 Aug. 26	Sept. 11, 1858 July 18, 1860	497	1, 392		Sent home 297 sperm, 350 whale, 18,888 bon Bought from Westport 1856; sent home 4:
Atl. and Indian			122	1, 802	2,000	Bought from Westport 1856; lost off Tec antar 1856; Capt in Stewart, unit on 11 men lost; sent home 9 sperm, 35 whal Sent home 18 sperm, 904 whale, 26,522 bon
do						reverses in 1:60—was fired by the crestruck on a sunken rock, and run in the Jacquette: condemned 1:860; see
do				1		sold to Boston 1860.
do Ind. and Pacifi Kerth Pacific	Oct. 13 le Sept. 13 Nov.	8 May 4, 185	9 28:	2:20	1, 50	 Sold and withdrawn 1859. E. W. Kemp on, first mate, died at Lahna November, 1857; sent home 80 sper 500 whale, 17,914 bone; withdrawn 1869.
Pacific Ocean	Oct.	Mar. 2, 186	1, 47	5 50		
Atlantic				1	1	Sent home 121 sperm; sold to Provider
North Pacific	Nov. 1	2 Aug. 14, 186	30 84	0 1, 47		Bought from Boston 1856; sent home sperm, 537 whale, 22:352 pounds bor sold to New York 1862, for China trad

Table showing returns of whaling-vessels

			The second secon	
Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1856.				
New Bedford, Mass.—Continued. Sunbeam Susan	Bark	261	Samuel H. Cromwell. Joseph K. Green	J. & W. R. Wing . Abraham H. Howland
Swallow. Thos. Dickason Thomas Pope	Ship do	1	Herman N. Stewart Henry D. Plaskett Robert P. Reynard	William O. Blackler Alexander Gibbs William Philips & Son William Hathaway, jr
Valparaiso	Bark		S. R. Tilton	William Hathaway, jr Thomas Knowles & Co
Wave	do	197	Leonard W. Hill	H. Taber & Co
William & Eliza	Ship	32:	Charles A. Crocker	II. Lade & Olim
William Rotch	do	201	William M. Ellison	E. W. Howland
William Wirt	do	381	Abraham Osborn, jr	
Dartmouth, Mass. Brunswick Charles & Edward Matilda Scars	Ship do Bark	150	William H. Salter Peleg S. Wing	dodo
Nyo	do	. 211	Fred. S. Howland	. Tucker & Cummings
Westport Point, Mass. Aurora D. Franklin Kate Cory Solon United States	Bark	ei 130 12	David S. Russell George L. Mancheste William Childs	Alex. H. Cory
Sippican, Mass. Admiral Blake Altamaba James		11	Fisher	Significan C. Liace
Sandwich, Mass.		16	Henry G. Smith	W. F. Lapham
Fairhaven, Mass.	Schoor	ner 18	Lucius L. Butler	
Amazon	Bark.	3.	Robert Eldridge	
Arctic	Sh	4	Charles A. Evans .	Edmund Allen
E. L. B. Jenney			William Marsh	Launar & Tripp
Iowa Marths, 2d Samuel Robertson	Ship do		267 Charles C. Mooers 301 Timothy C. Spauldi 421 Daniel S. Babcock.	Jenney & Tripp William G. Blackler I. F. Terry
Sharon	do		354 Lillibridge B. King	g Gibbs & Jenney

FISH AND FISHERIES.

Table showing returns of whaling-resails

Captain.	Managing owner or agent.
nuel H. Cromwell. eph K. Green	J. & W. R. Wing Abraham H. Howland
rman N. Stewart nry D. Plaskett bert P. Reynard	William O. Blackler Alexander Gibns William Philips & Sen
R. Tilton	William Hathaway, jr
onard W. Hill	Thomas Knowles & Co
arles A. Crocker	H. Taber & Co
illiam M. Ellison	E. W. Howland
braham Osborn, jr	E. Maxfield
enry P. Butler illiam H. Salter eleg S. Wing	Tucker & Cummings William Potter, 2d do
red. S. Howland	
oseph Marshall avid S. Russell teorge L. Mancheste Villiam Childs Varren Woodward	Andrew Hicks
fared Biankenship Fisher Benjamin B. Handy.	I See Billion Or endere
Henry G. Smith	W. F. Lapham
Lucius L. Butler	I. F. Terry
Robert Eldridge	Nathan Church
Charles A. Evans .	Edmund Allen
William Marsh	
Charles C. Mooers. Timothy C. Spauldi Daniel S. Babcock.	ng William G. Blackler I. F. Terry
Lillibridge B. King	Gibbs & Jenney

HISTORY OF THE AMERICAN WHALE FISHERY.

	D	ate-	Result	of voy	age.	
Whaling- ground.	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	Remarks.
nd and Pacific Pacific Ocean .	July 21 Nov. 10	Apr. 13, 1860	Bbls. 1, 514	Bbls.	Lbs.	Built at Mattapoisett 1856. Lost at Esmeraldas, S. A., June 20, 1857; saved 250 sperm; the sixth vessel lost by A. H. Howland in 8 years.
ndian Ocean North Pacific. Pacific Ocean	Oct. 9 Nov. 2 June 10	Dec. 22, 1860 June 18, 1860 June 10, 1850	600 28 1, 439	199	4, 700	Built at Fairhaven 1856. Sent home 1803 whale, 28,531 pounds bone. Built 1856 at Mattapoisett; sent home 437
do	Sept. 16	Apr. 30, 1861	1, 202	i		Sent home 200 sperm; one of "stone-fleet" No. 2; sunk 1862.
do	Aug. 15	June 30, 1860	177	10		Sailed July 29; returned August 10, with a defective mainmast.
Indian Ocean	July 22	nr 00 1v00	120	588	4, 000	a defective manimus. Built in 1805 at New Bedford; sent home 270 sperm; lost on Fortuna Island Au gust 19, 1859; oil (450 sperm) saved. Bought from Pairhaven 1856; sent home way for the state of the sent home o
Atl. and Indian	July 8	May 20, 1860	120			withdrawn 1864; after went whaling from Honolulu; lost in Arctic 1871.
North Pacific.	Sept. 12	Apr. 12, 1860	16	1, 787	4, 800	Sent home 511 whale, 13,466 pounds bone sold to New York 1:62.
Indian Ocean Atlantic Indian Ocean .	Oct. 9 Oct. 21 June 17	Sept. 19, 1855 May 15, 1856 Aug. 9, 1866	3) 140	20		Built 185 at Dortmouth; sent home 10 sperm, 175 whale, 2,000 pounds bone.
Atlantic	May 19	Aug. 22, 185	3 19			Sent home 400 sperm; Captain Howlan came home sick 1857.
Pacific Ocean . Atlantic do do Ind. and Pacific	May 20 June 16	May 13, 185 June 20, 185	9 97	27: 30 100		Built at Dartwouth 1856. Sold to New Bedford 1851. Built at Westport 1856. Sent home 27 sperm. Wrecked and abandoned at sea May 1, 186 with 550 sperm on board; had sent hon 175 sperm.
Atianticdodo	May 2	1 Apr 31, 185	8 19	15	0	Sent home 99 sperm. Bought from New Bedford 1856; took, all, 220 sperm, worth \$10,000.
Atlantic	June 2	July 20, 185	57	. Clea	n	
Desolat'n Islan	d Aug. 1	6				Bought from Boston 1856; formerly of No Bedford; lost on Hurd's Island Decemi 29, 1856; tender to Sam. Robertson.
Indian Ocean	Oct. 1	5 June 7, 18	60 1	0 1,59	7, 00	Altered from a ship 1856; sent home sperm, 10,685 pounds bone; one of talent stone-fleet sunk off Charleston 186
Pacific Ocean	July 2	3				Captain Evans was drowned off New Z land 1857; his successor, ——— Beekm came home 1858; sent home 2,128 whs
do	. Nov.	1				
do	Oct.	19 Ang. 25, 18			47	Sal.! 1860.
Indian Ocean Desolat'n Isla		20 Apr. 1, 18 23 Oct. 17, 18	358		99	John Faustin, third mate, and three m drowned while chasing whates Sept- ber, 1857; first ship from New Bedf district to Hurd's Island; elephant- withdrawn for freighting 1859;
Pacific Ocean	Nov.	26 Aug. 16, 18	861	1, 6		demned at Pernambuco June, 1863. Sold to Boston 1861; sent home 591 wh 21,504 pounds bone; finally condem at Sydney January 18, 1863.

Table showing returns of whaling-vessels

	i	-		the date is the company of the property of the company of the comp
Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1856.				
Fairharen, Mass.—Continued. South Seaman	Ship	497	Thomas A. Norton	E. Allen
Таһп а: 00	Ship	371	Jas. B. Robinson	Fish & Robinson
Nattapoisett, Mass.	Brig		Charles W. Kempton	L. Meigs & Co
Elvira	do	1	Stephen Merrihew	
Mary Ann	Bark		Joseph R. Taber	1
March	Brig Schooner	89 100	Henry Lewis Benjamin Smith	
R L Barstow	Bark	203		R. L. Barstowdo
Nantucket, Mass. Hero	Ship Brig Schooner Bark Ship	347	David Patterson	Matthew Crosby Edward W. Porry
Mary		360		
Phenir	. Bark	323	J. Hinckley	Gardner & McLeave
Sea Ranger	do	370	Henry W. Davis	
Watchman	Schoone	140	Charles W. Hussey	
Wm. P. Dolliver	do	. 80	James McGuire James Russell	
Edgartown, Mass. Champion Delaware	Ship	et 15		Henry Pease
EllenLouisa Sears	Bark	02		Abraham Osborn
MaryRichard Mitchell	Ship			Henry Colt
Page Beel	Bark	25	85 Alex. P. Fisher	
Rose Pool Vineyard Washington	do Schoon	36	B1 —— Caswell 40 —— Brankenship .	Benjamin Worth
Holmes's Hole, Mass.	-		270 Worth	Thomas Bradley
Helen Augusta	Bark	2	Worth	
Falmouth, Mass.	Ship	1	Marchant	Oliver C. Swift

Table showing returns of whaling-vessels

Captain.	Managing owner or agent.
nas A. Norton	E. Allen
B. Robinson	Fish & Robinson
les W. Kempton	L. Meigs & Co
hen Merrihew ph R. Taber ry Lewis amin Smith Devoll raim Poole	R. L. Baratow
iiam Holway es L. Fisher id Patterson rles E. Starbuck es Fisher	G. & M. Starbuck & Co E. G. Kelley. Matthew Crosby Edward W. Perry.
n C. Brock mas Chatfield Iinckley	Zenas L. Adams
nry W. Davis	Samuel C. Wyer
arles W. Hussey mes McGuire do mes Russell	
Coffin mes McGuire Slocum ward Mayhew	Henry Colt
Jenks mes Huxford	Henry Colt
iex. P. Fisher —— Caswell —— Biankenship	Benjamin Worth
Worth	Thomas Bradley
Marchant	Oliver C. Swift

	1)	ite-	Result	of voy	age.	
Whaling- ground.	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	Remarks.
Pacific Ocean	Aug. 26		Bbls.	Bbla.	Lbs.	Built at Mattapoisett 1856; sent home 70
North Pacific	Aug. 5	Feb. 21, 1860	4 3	1, 290	2, 400	aperm, 3.560 whale, and 21 027 pounds bone; lost on French Figure Shoal March 13, 1859. Took, in all, 275 sperm, 2,360 whale, 17,766, pounds bone; sold to New Bo if rd 1860; the Tahmaroo was afterward sold at Fayal, 1861.
Atlantic	Dec. 19	June 19, 1858	100	87		Bought from Sandwich 1856; fited into and boarded by English steamer Lex on the
do	July 24 Sept. 4	Sept. 24, 1858	676	103		coast of Africa, 1857. Bought from Boston 1856; condemned at Saint Thomas April 21, 1859. Bought from New Bedford 1856; sent homo
Indian Ocean	Nov. 13 June 24	Sept. 7, 1371 Nov. 9, 1857				27 sperm. Bought from Nantucket 1856; sent home
do	Ang. 19 Apr. 20	Aug. 30, 1858 Oct. 18, 1857	1 1	115 229		69 sperm. Sent home 157 sperm.
do						
Pacific Ocean	Oct. 11 Nov. 20	July 11, 1860 Sept. 9, 1857	1, 150	250 54		
do	July 21	Sept. 9, 1857 Aug. —, 1856	800	40		Built at Fairhaven 1856.
Pacific Oceandodo	Aug. 19 Sept. 19	June 9, 1861	800			Sent home 82 sperm, 628 whale, 12,385 bone; lost on Strong's Islana 1859; saved 100 barrels sperm.
do	Sept. 9 Sept. 28	Apr. 29, 1861 Oct. 14, 1860	1, 170	1, 540		Sold to New York and fitted for Cauto ma. Sent home 43,000 pounds bone; sold to San
North Pacific.	Oct. 19					Captain Hinckley came home sick; sent home 150 sperm, 1,075 whale; lost on El- bow Island, Ochotsk Sea.
Pacific Ocean .	Sept. 16	Oct. 14, 1860	1,715	51		Built at Mattapoisett 1856; sold to Providence; afterward bought for New Bedford.
Atlantic		Aug. 26, 185	1	1	1	Obtained 4 barrels of ambergris, which sold for \$10,000.
do	June 24 Aug. 20 Oct. 30	Aug. 15, 185 Aug. 25, 185 Oct. 20, 185	7 20	Clean 6t		Added 1856.
North Pacific.	Oct. 5 Nov. 7		0 170	1, 140	2,000	Bought from Provincetown 1850; 108t in a
Ind. and Pacifi Att and India:	Aug. 14 Oct. 30	Nov. 25, 185 Aug. 17, 185	9 42			Sent home 121 sperm. Bought from Plymouth 1856; built 1847 a brig; Captain Mayhew died at Saint
North Pacific. lad. and Pacifi	Aug. 6 Nov. 19	Apr. 3, 186 May 9, 186	90 2: 50 50	1, 68 2, 17	4, 600 1, 900	Bought from Nantucket 1856; sent home 4,700 pounds bone; sold to New Bedford for merchant service 1861; sold to Brem-
Ind. and Pac.	July 2	July 20, 186	60 22	2 80		en 1863. Bought from Boston 1856; sent home 102
North Pacific		May 23, 185 Sept. 9, 185	59 11 57 9			Sent home 165 sperm, 19,500 bone.
Atlantie	June 1	9 Dec. 6, 18	58 7	1 91	0 1, 20	Sent home 27 sperm.
Pacific Ocean	Nov. 2	1 Mar. 21, 18	60 3	1, 57	10, 50	6 Seat home 74 sperm. 491 whale. 17 859 bone: sold to New Bedford 1860; sold to New York for merchant service 1863; renamed Live Oak.

Table showing returns of whaling-remels

Name of vessel.	Class.	Tonnage.		Captain.	Managing owner or agent.
1856.					
Provincetown, Mass. Acorn Alleghany Alexander Ansarctic Chanticeer E. Nickerson Eachol F. Bunchinia John Adams J. H. Duvall Montezama M. King. Olive Clark	Bark Schooner .do .do .do .do .do .do .do .do .Brig .Bark .Schooner .do .do .do .schooner .do .schooner .do .schooner .do .schooner .	75 136 87 139 149 200 99 206 99 13		Puffer Cook	Nickerson & Tuck Daniel C. Cook Johnson & Cook J. E. & G. Bowley Samuel Cook Samuel Soper. Heanum & Co Nickerson & Tuck John Adams. J. E. & G. Bowley T. & S. Hülliard Johnson & Cook S. Soper E. & E. K. Cook Philip Cook
Richard Rienzi Union	do	10	-	Katon	J. E. & G. Bowley Jonathan N. ckersen H. & S. Cook & Co
V. Doane	do		. 1	Cook	S. Soper
Walter Irvin	do	. 13	-	Hoimes	
Orleans, Mass.					Heman Smith
Lewis Bruce	Brig	11	30 · ·	Snow	do
Wm. Martin	Schoon	e1 1	34 .	Martin	do
			1		
Beverly, Mass. Lady Suffolk	Bark	. 2	10	Robertson	F. W. Choate
_			1		
Fall River, Mass. B. Franklin	Bark	. 1	64	Brown	
Warren, R. I. Belle Benjamin Rush	Bark.		86 85	Smith Wyatt	
Bowditch	do	:	396	Martin	. R. B. Johnson
Brutus	do .		470	Fonry	do
Covington	Bark.		351 225	Newman Johnson	R. B. Johnson
Sea ShellXanthe	1 -		331 325	Charles Barton	do
Newport, R. I.					Josiah S. Munroe
William Lee	Bark		311	W. L. Sloeum	Josian is munico
New London, Conn.	Brig		187	Allen	C. A. Williams & Co
Alert	Bark Brig Scho	onei	398 91 130 81 407	— Quaile Brown	Perkins & Smita

HISTORY OF THE AMERICAN WHALE FISHERY.

rish and fisheries.

Captain.	Managing owner or agent.
Puffer Cook Costa Young Freeman Nickerson Tuck Buitch Devie Young Chapman Martyne Cook Katon Holmes Snow Martin	H. & S. Cook & Co S. Soper Heman Smith
– Røbertson	TO THE Chapte
_ Brown	
- Smith	
Martin	R. B. Johnson
_ Honry	do
- Newman - Johnson	Charles T. Child R. B. Johnson
Ware	do
L. Sloeum	Josiah S. Munroe
Allen	C. A. Williams & Co
Church Qualle Brown Starr Sisson	E. V. Stoddard
	,

	Da	ite—	Result	of voy	age.	
Whaling- ground.	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	Remarks.
Atlantic North Atlantic North Atlantic North Atlantic North Atlantic Allantic Allantic Allantic North Atlantic Indian Ocean Atlanticdododododododododododododododo	June 10 Sept. 12 May 12 Aug. 18 Apr. 28 Dec. 26 Apr. 23 Nov. 22 Nov. 27 Nov. 19 Apr. 28 June 6 May 12 Apr. 28	June 12, 1859 Aug. 26, 1856 Aug. 28, 1856 Sopt. 3, 1856 Sopt. 3, 1857 Aug. 4, 1856 Aug. 4, 1857 Jan. 1, 1857 Jan. 1, 1857 Jan. 24, 1850 Sopt. 3, 1858 Apr. 24, 1850 Sopt. 5, 1857 Oct. 6, 1857 Oct. 9, 1836 Apr. 17, 1857 Dec. 24, 1850 Sopt. 6, 1857 Aug. 30, 1858 Apr. 17, 1857 Dec. 24, 1858 Sopt. 6, 1856 Aug. 22, 1857 June 18, 1858 June 18,	595 . 10 210 210 65 130 95 164 77 57	220 136 264 200 125 683 156 130 105 60 90 52 60	1, 800 600 4, 300	Added 1856. Sent home 54 aperm. Bought from Newburyport 1855. Sent home 500 pounds bone. Bought from Boston, 1856. Sailed again in 1856, or early in 1857; arrived May 24, 1858, 25 aperm, 200 whale. Sent home 45 aperm. Added 1856.
AtlanticdododoNorth Atlantic	June 26 Aug. 18 Jan. 30 Dec. 26	May 23, 1857 Sept. 7, 1857 Sept. 22, 1858 Aug. 24, 1853 Oct. 19, 1857	56 55 995 7 346	192 96 30	2, 100 800	Sent home 72 sperm. Bought from Boverly 1856.
Pacific Ocean . North Pacific .	. May 21	June 19, 1856 May 8, 1856				Sold to New York 1859. Sent home 6 sperm, 1,014 whale, 12,344 bone; went into guano trade; sold to Honolulu
Pacific Ocean North Pacific	Sept. 15	Apr. 4, 186		1, 020	13, 000	1660. Sent home 33 sperm, 2,523 whale, 20,602 hone; went into guano trade; sold to Honolulu 1800. Sent home 32 sperm, 3,639 whale, 50,436 bone; sold to New York 1860; thence to New Bedford same year. Sent home 33 sperm, 463 whale, 6,687 bone.
Ind. and Pac. Pacific Ocean Ind. and Pac.	June 2.	May 28, 185	0 42	18		Sold to Boston 1859; was built at War- ren 1842. Withdrawn for China trade 1862. Built at Warren 1858; sold to New York 1860.
Pacific Ocean	Sept. 1	7 May 17, 180	50 51	10 42	5	Withdrawn 1860; one of "stone fleet," No. 2; sunk 1862.
Arctic Ocean Desolat'n Isla Davi 's Strai Desolat'n IsladoNorth Pacific	nd July 2 L. May 2 nd July 1 July 3	May 31, 18 Jan. 12, 18	58 51 57	219	10 2, 20	Added 1856. Lost at Desolation Island 1858.

Table showing returns of whaling-ressels

Name of vessel.	Class.	Tounzge.	Captain.	Managing owner or agent.
1856.				
New London, ConnContinued.			**	Parking & Smith
Proklyn	Ship . do . do Bark	30 311 505 344	Rose	Perkins & Smith Williams & Barns Perkins & Smith George Huntley
Jorge	Ship	430 306	Jeffrey	Benjamin Brown's Sons Thomas Fitch, 2d
g. R. Sawyer	Schooner Bark Ship	303 441 401	Kimball Buddington C. B. Chappell Huntley	E. V. Stoddard
	Bark	945	Bolles	Frink & Prentise
	Ship	495	Norie	Lawrence & Co
John & Elizabeth	do	296	Eldridge	Williams & Haven
John E. Smith Julius Cesar	Schooner Ship Schooner	347	Anderson Bartlett Fowler	R. H. Chappett
North West	Ship	304	Rogers	Thomas Fitch, 2d
Pacific Pearl Peravina Resaticss Ripple Sea Witch Silver Cloud	Schooner Bark Ship Bark do Schoonerdo Bark	195 388 191 234 91 109 140		E. V. Stoddard W. A. Reed
Tenedos	Arthur M	-		
Stonington, Conn. Cincinnati	Ship	457	Williams	
Newburyport	. Bark			J. E. Smith & Co
Tybee	do			1 ,
Greenport, N. Y.				
Oregon	Bark	22	4 Саво	Wells & Carpenter
Mystic, Conn.				(I) 1 - 34 II 1
Coriolanus	Ship Bark	. 1 20	Chester	Charles Mallory do Randail, Smith & Asl
Sag Harbor, N. Y. Columbia Mary Gandner. Nimrod Old Fellow Parana Sasau S. S. Learnod	Barkdodo	28 28 28 29 20 13	Nicoli	Thomas Brown
THE REAL PROPERTY AND ADDRESS OF THE PARTY O				Huntting Cooper

FISH AND FISHERIES.

Table showing returns of whaling-reveels

Managing owner or agent. Captain. Rose Watrous - Rogers Ward Perkins & Smith ... Williams & Barns ... Perkins & Smith ... George Huntley ... Benjamin Brown's Sons Thomas Fitch, 2d E. V. Stoddard Perkins & Smith B. Brown's Sons George Huntley Frink & Prentiss Lawrence & Co..... - Norie - Eldridge..... Williams & Haven.... - Anderson - Bartlett..... - Fowler..... R. H. Chappell E. V. Stoddard R. H. Chappell Thomas Fitch, 9d - Rogers..... E. V. Stoddard...... - Morgan — Reed R. H. Chappell - Fisher..... Lawrence & Co...... - King Williams..... Stanton & Pendleton... - Crandall J. E. Smith & Co.....do - Freeman Wells & Carpenter..... - Case Charles Mallory do ltandail, Smith & Ashbey Huntting Cooper

Royce.....

HISTORY OF THE AMERICAN WHALE FISHERY.

	1	Date—	Resu	lt of vo	oyage.	
Whaling- ground.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebene.	Remarks.	
						THE RESIDENCE THE PERSON NAMED IN COLUMN TWO IS NOT THE PERSON OF THE PE
Pacific Ocean do Desolut'n Island Atlantic & Ind	July 10	May 5, 1850 Aug. 7, 1859 Apr. 10, 1858	Bbls. 964 35	Hbls. 1, 240 2, 400 3, 482	6, 000 436	Sent home 11,500 bone; sold to Boston 1830. Withdrawn for South American trade 1850. Sent home 57 sperm, 523 while, 5 000 bone; lowt in Shanta Bay August 10, 1850.
do Pacitic Ocean	July 26 Sept. 16	May 7, 1859 May 27, 1860	45 106	1, 800 915	700 3, 400	Sent home 21,220 bone; sold to Boston 1860.
Desolat'n Island Pavis's Strait. Pacific Ocean S. A. & Indian Pacific Ocean	May 21 Nov. 6 Sept. 29	Apr. 10, 1858 Sept. 17, 1857 Nov. 23, 1859 May 5, 1859	535	665	24, 600 5, 500	Bought from Boston 1856. Sent home 356 whale, 6,500 hone. Stove by ice and lost in Arctic August 25, 1857; third mate and boat's crew lost. Sent home 33 sperm, 1,076 bone; sold to Boston 1859.
Desolat'n Island North Pacific .	July 19 July 24	June 2, 1858		4, 975	600	Sent ome 'sperm, 1,770 whale, 19,000 bone; co emped and broken up at
Atlantic 8. A. & Ind South Atlantic	July 14 Oct. 11 Aug. 21	Aug. 17, 1857 May 28, 1850	311	1,598	5, 600	J' nolulu vember, 1858. Sold and broken up 1859. Lost at Prince Rupert's Bay December 32, 1856; saved 30 sperm, 12 whale.
S.A. & Indian	Oct. 4	••••••	••••			Formerly the Bengal; rebuilt and renamed 1856; sold at Mauritius April 6, 1863; sent home 4 000 bone.
Desola'n Island Atlantic & Ind S.A. & Indian.	May 27 June 4	May 12, 1858 Dec. 7, 1858 June 28, 1857	2 184	991 499 186		Added 1856,
South Atlantic	May 13	June 14, 1857	332	240 50		Added 1856; sent home 72 sperm; missing; supposed to be lost with all on board.
North Atlantic	(Apr 10 (Nov. 4	Sept. 30, 1856 July 19, 1857		130	600	Added 1856; withdrawn 1857.
5. Shetlands	Oct. 26 Aug. 7	May 12, 1860	20	706	7, 000	Added 1856; wrecked at sea September 25, 1862. Sent home 16 sperm, 986 whale, 21,406 bone; one of "stone fleet," No. 1.
Ochotals	Oct. 21	Mar. 26, 1860			7, 000	New York 1860.
do	Aug. 22	Apr. 25, 1859			17, 000	one of "stone fleet," No. 2.
do	Oct. 20	June 12, 1860	72	628	8, 000	Sent horse 4,800 bone; sold to Boston 1860; one of "stone fleet," No. 2, Sent home 40 sperm, 1,653 whale, 21,252 bone; sold to New York 1860.
Atlantic	Sept. 4	May 7, 1859	257	591	250	Sold to Fairhaven for West India trade 1859.
Indian Ocean	Nov. 5 May 20	May 28, 1859 June 29, 1857 May 9, 1860	944	1, 350 916	6,000	
North Pacific	Sept. 3	May 9, 1860	250	630	4,000	Sent home 227 sperm, 400 whale; sold to Boston 1860.
Pacific Ocean Atlantic & Ind 8. A. & Indian South Atlantic	Apr. 25 July 17 Juno 9 Aug. 13	May 31, 1858 May 31, 1859 Sept. 17, 1858 July 6, 1858	143 510 316 233	51 162 211	1,000	Sent home 320 aperm.
Straits of Lutka	June 9 July 28	Sept. 8, 1857 June 1, 1857	375	450		Bought from Harwich 1856.
Sta of Belleisle. Pacific Ocean	Aug. 13	Apr. 8, 1858 May 4, 1859		30 400		Government for light-house service 1c57.
Spitzbergen 35	May 5		l		·	Added 1856; withdrawn 1860.

Table showing returns of whaling-ressels

Name of vessel.	Class.	Tennagh.	Captain.	Managing owner or ngent.
1856.				
San Francisco, Cal. parice Carroll	Ship Schoonerdo do Brig Schooner Brig Ship Brig	75 75 114	Hunting Edwards Claxton Moore Poole Reyrolds Brioks Gardner Oaborne	Meore & Folger Wood & Co G. B. Post & Co Blanchard & Conner G. B. Post & Co J. W. Growley W. R. Roberta Robert B. Swain & Co J. G. Wallace
Cold Spring, N. Y.	Ship	473	Pierson	8. A. & W. E. Jones
plendid				
1897. New Bedford, Mass.				About the second
New Bedford, 21000. Abraham Barker	Ship		George W. Slocum	Abraham Barker Richmond & Pierce
Alto	Bark	1 1	Thomas H. Lawrence	I. Howland, jr., & Co
America	Ship	418	Charles R. Bryant	a. and with the fire of the
Cachelot	Bark		William H. Porry	Abraham Ashley, 2d I. H. Bartlett & Sons
- Doubok	Shipdo	274 441		William G. E. Pope
Canton Packet Chandler Price Clarice Congress Cortes	Bark Ship do	937 339	Frederick W. Brown	Edward C. Jonesdo
CorneliaCossack	Bark	219	John C. Haskins	L. Kollock & Son Charles Hitch & Son.
Eliza F. Mason	Ship	581	Richard P. Smith	I. Howland, jr., & Co.
	do	40	Reuben T. Thomas	
Eliza Adams	Bark			
EmilyEndeavour	do .		Presbury N. Luce Richard Wilson	Charles Almy Abraham Ashley, 2d
Euphrates	Ship do	36	William H. Heath George A. Smith Josiah Richmond	William P. Howland
	Bark	9	John S. Howland	
Franklin, 2d	Ship		Michael Baker, 3d.	T. & A. R. Nye
Coores Howland	do	3	G. P. Pomeroy Joseph D. Silva	G. & M. Howland Gideon Allen & Son
George	Ship	3	Robert Jones	
George and Susan	do		James M. Williams	Jan

able showing returns of whaling-ressels

Captain.	Managing owner or agent.
Hanting	Moore & Folger Wood & Co G. B. Poat & Co Bianchard & Conner G. B. Poat & Co J. W. Growley W. R. Roberts Robert B. Swain & Co J. G. Wallace
- Pierson	S. A. & W. E. Jones
rge W. Slocum mas H. Lawrence cles R. Bryant	Abraham Barker Richmond & Pierce I. Howland, jr., & Co
rlea E. Allenyton P. Holcomb . derick W. Brown Hamblin	Edward C. Jonesdodo
eb Spooner nn C. Haskins hard P. Smith	Charles Hitch & Son.
uben T. Thomas oraham W. Petree.	E. C. Jones
esbury N. Luce chard Wilson	Charles Almy
Illiam H. Heath orge A. Smith siah Richmond	Edward W. Howland C. R. Tucker & Co William P. Howland
ohn S. Howland (ichael Baker, 3d P. Pomeroy oseph D. Silva obert Jones ames M. Williams	T. & A. R. Nye G. & M. Howland Gideon Alien & Son.
rederick W. Mant benezer F. Nye	

	1	Date.	Rosnit e	of voya	gn.	
Whalings ground	Of sailing.	of arrival.	Spread	Whale-oil.	Whaleimbe.	Remarks.
forth Pacific Pacific Ocean	Jan. 6 Mar. 94 Aug. 30	Nov. 8, 1856 Nov. 13, 1856 Apr. 27, 1857	Bbla. I	754 354		Condemned 1857.
do	Jan. 4 May 26	May 2, 1857			1	No report. Sailed in 1857 and was lost in Magdalena Bay.
do	Aug. 9 July 28 May 28 June 26	Sept. 15, 1857				Withdrawn 1:57. Sent East 600 whale.
North Pacific	Sept. 15	Apr. 27, 1860		1, 049 2	1,000	Sold to Boston 1≈60.
Indian Ocean	Aug. 17		919 499	1, 70:	7, 100	Sent home 9,729 bone; sold to New York 1862, for merchant service. Sent home 642 sperm, 193 whale, 9,400 bone;
Pacific Ocean North Pacific	June 29 Oct. 14		-	1, 324	3, 200	sold to Fairhaven 1862. Carried a steam whaleboat as an experiment, but it was not used; was temporarily in merchant service; one of "stone fleet." No. 2; sunk 1862; sent home 160
Pacific Ocean .	Sept. 5	1				Captain Perry was replaced by Captain Wilson: sold at Valparaiso May 8, 1861.
do	June Sept. 2	May 19, 1861 May 20, 1862	1, 934	1, 835	3, 850	Sent home 50 sperm, 321 whale, 17,677 hone; withdrawn 1862.
Pacific Ocean . Indian Ocean . do	Oct. 10 Jan. July	1 May 31, 1859	386 479	1, 919	12, 000	Sent home 300 sperm, 25 whale. Sent home 30 sperm; burned at Cape Cru- sade with 300 barrels of oil by the crew,
do	July 1 Aug. 2	2 Aug. 26, 1866 Mar 28, 1861	636	97 477		March, 1858. Sent home 300 sperm. Sent home 2,452 bone; one of the "stone fleet;" sunk off Charleston, 1861.
North Pacific	Oct.	9 Apr. 14, 186	1	1,710	8, 900	Sent home 87 sperm, 100 what, 15,000
do		1	1		i	withdrawn 1891 107 international at Hong Kong 1863. Sent home 1,373 whale, 3 coccanut, 45,500 bone. Sent home 144 sperm, 1,349 whale, 33,522
Ind. & Pacific	July 1			2, 550		Sent home 144 sperm, 1,349 whale, 33,522 bone; sold to Honoluin 1e62; name changed to Kamchameha III. Withdrawn 1861 for merchant service,
Patific Ocean North Pacific			814	953	9, 600	Sailed October 1; returned leaking, 4 300 strokes in 24 hours; sent home 779 sperm,
dododo	Aug.	4 Apr. 18, 186	167	1, 705 9, 304	13, 500 12, 050	Sent home 200 sperm, 300 whale, 2,520 bone lost at Strong's Island April 12, 1859
Pacific Ocean	Sept.	29				saved 70 sperm out of 700. Sent home 996 sperm; condemned and sold at Valparaiso February 15, 1861. Bought from Nantucket 1957; sent home
do		1	1		5	204 sperm.
North Pacific	Nov.	14 Nov. 29, 18			1	sperm, '58 whale, 5,530 bone.
do	Sept.	7 Apr. 29, 18 Apr. 8, 18	61 37		6 2, 50	chant service.
do	July Oct.	2 June 28, 18 20 June 13, 18		5 75 86 81		Sent home 437 whale, 7,000 bone. Sent home 370 sperm, 598 whale, 15,848 bone

Table showing returns of whaling wastels

				Managing owner or
Name of vessel.	Class.	Tononge.	Captain.	agent.
1857.				
New Bedford, Mass.—Continued. ierald	Ship		George H. Caals	E. W. Howland
ference	Bark Ship	397	George Athearn William Booker	Swift & Perry
Hibernia, 2d	Ship		Pardon C. Edwards	I. Howland, jr., & Co
Hillman	do	383 905	Joseph C. Little Leonard S. Gifford	Henry Taber & Co Wilcox & Richmond
Huntresa	Bark	383	William Allen	Cook & Snow
James Arnold Java, 2d	Ship Bark	393 292	Thomas Sullivan George W. Raynor	H. Taber & Co William G. Blackler
Jirch Swift	do	454	William Earl	Swift & Allen
John A. Parker	do	. 349		Henry F. Thomas Thomas Knowles & C
John Wells	do	366	E. H. Woodbridge	
Joshua Bragdon	Ship Bark Ship	. 270 . 378 . 312 . 357	William Bates, jr Archibald Mellen John Marble Charles F. Stetson	Charles S. Randall David R. Greene & Co J. & W. R. Wing David B. Kempton
Lætitia	Barkdo	. 275 280		F. & G. R. Taber W. G. Blackler
Levi Starbuck	Ship	376	George F. Neil	E. W. Howland Chapman & Bonney
L. C. Richmond	do	341	Thomas B Hathaway	
Manuel Ortes	Bark	351	James S. Hazard	. Weston Howland
Majestic	Ship	297	Job Macomber	S. Thomas & Co
Marcia	do	315	Randall Billings	E. W. Howland
Margaret Scott	Bark	300	Oliver S. Cleaveland .	Rodney French
Maria Theresa	Ship	330	Henry J. Coop	T. & A. R. Nye
Mary & Susan	do	40	Stewart	C. Knowles & Co
Mary Wilder Metacom	do	36		Charles Almy
Midas	Bark	32	Joseph R. Tallman	
Milwood Moctezuma	do Ship	95	Joseph Tinker	Simeon N. West
Montreal	do	54	Nathaniel W. Sowle	
Morning Star Numrod Ohio	Bark Shipdo	34	10 Willia Howes	S. Thomas & Co William Gifford E. W. Howland

lable showing returns of whaling-ressels

Managing owner or agent. Captain. E. W. Howland ge H. Cash. ge Atheara am Booker Swift & Perry ... Jonn. Bourne, ir on C. Edwards . I. Howland, jr., & Co. Henry Taber & Co. Wilcox & Richmond ph C. Little ard S. Gifford . . . Cook & Snow iam Allen mas Sullivan.... rge W. Raynor... H. Taber & Co..... William G. Blackler Swift & Allen liam Earl Henry F. Thomas jamin Swain Thomas Knowles & Co . . Woodbridge ... Charles S. Randall David R. Greens & Co. J. & W. R. Wing..... David B. Kempton.... liam Bates, jr hingld Mellen.... n Marble rles F. Stetson ... F. & G. R. Taber W. G. Blackler eph Stowell omas Golding..... E. W. Howland Chapman & Bonney ... lliam Jernegan ... orge F. Neil James B. Wood & Co. omas B Hathaway Weston Howland nes S. Hazard S. Thomas & Co..... Macomber..... E. W. Howland ndall Billings Rodney French ver S. Cleaveland . nry J. Coop T. & A. R. Nye C. Knowles & Co..... __ Stewart Charles Almy..... James B. Wood & Co... ner P. Barker..... hn F. Hinds seph R. Tallman....do wrence Gruninger seph Tinker...... Gid. Allen & Son...... Simeon N. West...... C. R. Tucker & Co athaniel W. Sowle .

enry D. Norton. S. Thomas & Co... illis Howes William Gifford. bhn Barrett. E. W. Howland

	b	ste-	Result	of voj	rage.	
Whaling- ground.	Of suffing.	Of arrival.	Spera-oil.	Whele-sill.	Whalebese.	Remarks.
			Bbln.	Bbls.	Lbs.	Next have 40 spaces, one of the "stone
Paelfic Ocean	July 15	June 14, 1861 June 8, 1861	1,999	1, 486	19.70	Sent home 40 sperm; one of the "stone fleet;" aunk of Charleston 1864. Sent home 758 whale, 16,995 bone.
North Pacific.	Sept. 1 Oct. 10	May 7, 1862	71	N. R03		Sent home 47 sperm, 284 whale, 1,714 bone; sold and withdrawn. Added 1857; sent home 50 sperm, 613 whale,
North Pacific	June 18	May 7, 1861		1, 300		Sout home 25t sporm 272 whale, 15,513 bone.
do	July 7 Sept. 7	July 25, 1861	3830	1, 279	9, 350	Sold 575 gallons sporm at Talcahuano and 115 barrels sperm at Sydney; sent home 101 sporm, 14 whale; lost on Brampton Shoals October, 1863, with 750 sporm and
Indian Ocean	Sept. 97	Sept. 13, 1861	684	313		200 cocounts. Salled once and returned with 14 of her crow in irons for mutiny; sent home 383 sperm, 450 whale, 8,300 bone; sold to Boston 1862 for China trade.
Pacific Ocean North Pacific.	Ang. 18 Oct. 93	Nov. 4, 1861 Apr. 12, 1860	2, 503 145	1, 446	17, 000	Sent home 9 sporm.
do		Aug. 15, 1861			3, 900	and rerigged test; sent many 400
Pacific Ocean .	Dec. 2	Aug. 10, 1869	539			for a majer.
North Pacific.	Oct. 6	May 10, 1861	1		1, 900	Altered from a ship 1857; sent home 169 sperm, 618 whale; 19,261 pounds bone.
Pacific Ocean . North Pacific. S. A. and Iud . Indian Ocean .	July 21 Aug. 25	Apr. 13, 1860	960	Clear	0 0 6,800	Sent home 233 sperm, 8,116 pcnnds bone; one of the "stone fleet;" sunk off Charleston 1861.
Pacific Ocean do		June 26, 1866	68	4 1	8	Sont home 580 sperm. Bought from Fairhaven 1857; sent home 708 sperm, 13 whale; condemned at Per-
North Pacific Indian Ocean			1	. 87	9,75	Sent home 313 sperm, 025 whate, 14,500 bode. Sent home 37 sperm, 6,400 pounds bode; one
North Pacific	Oct. 9	July 17, 186	1	1, 94	11	Sent home 33 sperm, 653 whale, 7,788 pounds bone; one of the "stone fleet;" sunk off Charleston 1861.
do	Oct.	June 10, 186	0 11	1, 40	11, 93	Sent home 460 whale, 13,000 pounds bone;
do	July 2	5 May 24, 186	1		95 1, 10	
do				_	86 9, 00	pounds bone; sold to Boston 1869.
Atl. and Ind.	Sept. 1	6 July 4, 186	1	75		bone; condemned as a slaver, and sold to
North Pacific	Oct. 1	3 May 26, 18			97 3, 40	Sent home 9,250 pounds bone; one of the stone fleet; " sunk off Charleston 1861.
do					62 1, 4	whate, 44,971 pounds bone.
Pacific Ocean North Pacific	June 1	6 June 18, 18	60 9	53		Sent home 110 sperm, 109 whate, 12,12, pounds bone; lost on Tutuilla, Naviga tor's Islands, December, 1860; saved and
do	July	7 Apr. 1, 18	60 1	24 8	353 4, 0	
Indian Ocean North Pacifi	Sept.	3 Dec. 14, 18 9 Apr. 11, 18			518 14, 5	Sent home 62 sperm, 3,668 pounds bone
do	1	11 May 20, 18	62	83 2,	928 17, 0	Sent home 434 whate, 15,154 pounds bone
Pacific Ocean North Pacifi	July Sept.	21 June 26, 16 18 July 14, 16 11 Apr. 8, 16		465 30 1, 145 2,	040	Sent home 630 sperm, 1,800 pounds none. Sent home 11 sperm, 576 whale, 25,643 bone.

Table showing returns of whaling-vessels

Name of vessel.	Class.	Toung	Captain.	Managing owner or agent.
1857.				
New Bedford, Mass.—Continued. Oneida	Ship	420	Frederick Vincent	Thomas S. Hatbaway
Orozimbo	do	588	Francis Pease	D. R. Green & Co
Osceola	Bark	158	Webb	Charles S. Randall
Osceola, 2d Ospray Paulina	do do	236	Joshua T. Chadwick James E. Stanton John Steen	
Peri Pocaliontas	do Ship	905 341	George H. Macomber . John S. Dennis	***************************************
PetrelRichmond	do Bark	350	William C. Fuller Edward B. Hussey	John R. Thornton Cook & Snow
Richmond Rob't Morrison Robert Edwards Roman, 2d	Ship	307 356	Benjamtn W. Tilton Jarvis Wood Abraham Dehart	T. Knowles & Co James H. Howland Abm. Barker
Rousseau	Bark Ship	. 268	Joshua Weeks, jr	
StaffordStatira	Bark	. 206	Charles B. Hosmer Richard G. Luce	
StephaniaSt. George	Ship		Josiah C. Pease	Jona. Bourne, jr Abm. Barker
Superior	. Bark	275	Richard D. Wood	James B. Wood & Co
SwiftThomas Nye	Ship	321 461		T. & A. R. Nye
Triton	Bark		John B. Dornin	I. Howland, jr., & Co
Tropic Bird Uncas Washington William Badger	Shipdo	344	William H. Luce Josiah Purrington	J. Bourne, jr
William C. Nye				C. R. Tucker & Co
William Thompson Young Hector	do		Charles H. Hager	WHILEM F. HOWLESS
Young Phenix		37	William Shockley	William Phillips & Ser
Dartmouth, Mass. A. R. Tucker Liverpool			Oren Higgins Joseph C. Smith	Tucker & Cummings
Westport, Mass. Champion	Barkdo	20	Edward G. Sowle	Andrew Hicks Henry Wilcox

Managing owner or agent. Captain. Thomas S. Hatbaway ... derick Vincent... D. R. Green & Co ncis Pease..... Charles S. Randall — Webb..... J. &. W. R. Wing..... Swift & Allendo orge H. Macomber hn S. Dennis Rodney French..... John R. Thornton..... Cook & Snow..... illiam C. Fuller.... ward B. Hussey... T. Knowles & Co...... James H. Howland..... Abm. Barker njamtn W. Tilton . . rvis Wood...... oraham Dehart..... G. & M. Howland William Phillips & Son O. & E. W. Senbury eul Green Perryshua Weeks, jr T. & A. R. Nye...... William Hathaway, jr ... narles B. Hosmer.... chard G. Luce..... Jona. Bourne, jr Abm. Barker atthew Fisher ichard D. Wood James B. Wood & Co... Thomas S. Hathaway T. & A. R. Nye..... rancis S. Worth ichard Holley I. Howland, jr., & Co... ohn B. Dornin William P. Howland... Abm. H. Howland... J. Bourne, jr Benjamin B. Howard... C. R. Tucker & Co ohn M. Soule Peter E. Childs Charles H. Hager..... Swift & Perry William P. Howland ... William Phillips & Son. William Shockley.... Tucker & Cummingsdo Oren Higgins Joseph C. Smith Edward G. Sowle Andrew Hicks...... John A. Beebe Henry Wilcox.....

HISTORY OF THE AMERICAN WHALE FISHERY.

	D	ate—	Resul	t of vo	oyag	θ.	
Whaling- ground.	Whaling- ground.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.		Remarks.
Pacific Ocean	Oct. 22	Dec. 7, 1861	Bbls. 1, 550	Bbls	L		Sent home 708 sperm, 634 whale, 8,876 pounds bone; added 1857, from merchant-service; withdrawn 1862, for merchantservice; captured and burned by the Florida 1863.
North Pacific	Oct. 30	Apr. 5, 1860		. 42	5 3,		leaking 2,000 strokes in 24 hours; James Rogers, 1st mate, and 2 men drowned while fast to a whale by a foul line, 1858;
Atlantic	Apr. 15					- 1	Sent home 203 sperm; solu 4,200 ganons whale at Pernambuco; condemned at Pernambuco April, 1859.
Pacitic Ocean	June 23 Oct. 10 Oct. 1	Nov. 14, 1859 July 30, 1869					Sent home 452 sperm. Sent home 50 sperm, 1,550 whale, 11,108 pounds bone; lost at Lahaina November 14, 1860; had 400 barrels oil, mostly saved.
Atl. and Ind					62 2	500	Bought from Holmes' Hole 1857; lost at Cape de Verdes October 29, 1857.
Pacific Ocean . Atl. and Ind	Oot. 1	Mar. 21, 180			34	600	bone; withdrawn 1860, for freighting.
North Pacificdodo	Aug. 4 Nov. 4 Aug. 24	Apr. 12, 186 May 23, 186 May 15, 186	2	95 1, 2 76 5	31 4	, 750 800	Sent home 5,750 pounds bone; withdrawn for merchant service 1861; sold to the United States for a storeship 1861.
Ochotsk Atlantic North Pacific .	May I	June 16, 186 May 17, 183 May 1, 186	9 3	31 1, 7 370 2 17 2, 1	60 230 151	5, 500	Sent home 75 sperm. Sent home 60 sperm, 685 whale, 16,113 pounds bone; sold to New York 1861.
Atl. and Ind	Oct. 3	Aug. 18, 186 Sept. 24, 186	30 1	1	- 1	0, 150	Withdrawn 1861; lost on coast of Ireland January, 1862
Indian Ocean North Pacific		8 Apr. 24, 186 2 Mar. 24, 186	81 3	462 1,3 323 1,	363 076	450 7, 400	Sout home 240 whale, 9,525 points bone, withdrawn and sold 1861.
Pacific Ocean	June 2	4		• • • • • • •			ber, 1860; sent home 200 sperm, 628 whale, 3 225 pounds bone.
do North Pacific		1 Apr. 6, 18	- 1		329	8, 700	Sent home 181 sperm. 325 whale, 22,816 pounds bone; sold to Boston 1862.
Pacific Ocean				939	333		Sort home 102 sperm.
Atlantic	Sept.	11 June 17, 18	61	175 25 171 175 175 175	602 572 438	4,50	Sold for merchant-service 1862. Sent home 76 sperm, 485 whale, 13,747 bone. Withdrawn for merchant-service 1861; sold Withdrawn for merchant-service 1861;
Indian Ocean North Pacific					1	14, 40	to the other than 28,522 bone; sold to Sent home 1,650 whale, 28,522 bone; sold to San Francisco 1862, for a whaler; with- drawn 1861, for merchant-service; Will- iam C. Nye captured and burned by
do Pacific Ocean	Aug. Sept.	4 Sept. 6, 1 July 29, 1	860 861 1.	251 2 , 164	. 5 02		Shenandoan 1005. Sent home 88 sperm, 30,957 pounds bone. Sent home 29 sperm; withdrawn for mer
North Pacifi	c July	21 Mar. 22, 1	860	819 1	, 636		chant-service teol. Took, in all, 1,150 sperm, 2,400 whale, 18,000 pounds bone.
Indian Ocear Atl. and Ind	Oct.	1 Mar. 31, 1 0ot. 28, 1	861 858	456 343	3		
Atlantic Indian Ocea	Sept.	21 Aug. 7, June 28,	1859 1860	254 783 .			

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1857.		1		24
Westport, Mass.—Continued. Greyhound Kate Cory Keoka	Bark Schooner Bark	250	George G. Cathcart Weston S. Tripp Asa Grinne!1	Henry Wilcox
Thos. Winslow	Brig Bark do do	150	Rescom Borden George I., Manchester. David E. Allen Thomas G. Reed	II. Wilcox A. Hicks John Hicks
Sippican, Mass. Admiral Blake	Schooner do Brig	119; 145	Jared Blankenship Fisher Obed Delano	P. Blankenship Stephen C. Luce Obed Delano
James Roswell King	Schoonerdo	80 134	Benjamin B. Handy Zenas F. Eldridge Pardon Tripp	Benjamin B. Handy Peleg Blankenship
Wareham, Mass. G. Washington	Ship		Elihu S. Brightmen	
Sandwich, Mass. Ocean	Bark	165	Peleg Cornell	W. F. Lapham
Fairhaven, Mass. Adeline Gibbs	Ship	351 336	Sumner Withington Edwin Grinnell	Gibbs & Jenney Ezekiel Sawin
Belle	. Bark	320	Roswell Brown	Edmund Allen
Erie	. Ship	451	Jared Jernegar. 2d	. Nathan Church
Favorite	. Bark	292	Henry T. Smith	. F. R. Whitwell
Harvest	do	314	John Charry	
John A. Robb	do Ship	273 298		L. C. Tripp N. Church
Omega	do	305	Jonathan Whalon Charles Tobey	L. C. Tripp
Oriole	Bark		Thomas Mickel	
Oxford	Schoone	130	Mayhew	I. F. Terry
Rebecca Sims	Ship	. 40	William T. Hawes	Jenny & Tripp
Speedwell	do	40	6 Benjamin F. Gibbs	Stephen C. Gibbs
Mattapoisett, Mass. Annawan Brewstor Oscar	Brig Ship Bark	123	Charles F. Ksith Grary B. Wate Thomas C. Landers	J. Holmes, jr., & Bro do do

FISH AND FISHERIES.

Table showing returns of whaling-vessels

Captain.	Managing owner or agent.
	4,
orge G. Cathcart ston S. Tripp Grinnell	Henry Wilcox
scom Borden orge L. Manchester. vid E. Allen omas G. Reed	II. Wilcox A. Hicks John Hicks
ed Blankenship Fisher d Delano	P. Blankenship Stephen C. Luce Obed Delano
enjamin B. Handy rnas F. Eldridge rdon Tripp	Benjamin B. Handy Peleg Blankenship
ihu S. Brightmen	Stephen C. Gibbs
leg Cornell	W. F. Lapham
mner Withington	Gibbs & Jenney Ezekiel Sawin
oswell Brown	Edmund Allen
red Jernegar. 2d	. Nathan Church
enry T. Smith	F. R. Whitwell
ohn Charry	John Howard
rchelaus Baker, jr alvin Manchester	L. C. Tripp N. Church
onathan Whalon harles Tobey	L. C. Tripp
homas Mickel	Jenney & Tripp
Mayhew	I. F. Terry
Villiam T. Hawes	Jenny & Tripp
denjamin F. Gibbs	Stephen C. Gibbs
Charles F. K-ith	J. Holmes, jr., & Bro

	D	ate-	Result	of voy	age.		
Whaling ground.		Of arrival.	Sperm-oil.	Whale-oil.	Whalebor.e.	Remarks.	
Pacifio Ocean Atlentic	May 8 July 9 Sept. 9	Oct. 6, 1861 Aug. 24, 1858 Oct. 16, 1860	Bbls. 471 245 474	Bbls. 2 23 550	Lbs.	Sent home 228 sperm. Bought from New Bedford 1857; sold to New Bedford 1861, to go to California.	
. do	June 18 July 30 June 9 Aug. 10	Aug, 22, 1858 July 9, 1859 Apr. 15, 1860 Sept. 3, 1859	3 224 1, 115 39	3 23 3 9		Sent home 230 sperm. Sent home 180 sperm. Sent home 161 sperm, 100 whale; transferred to New Bedford 1860.	
Atlantic	May 7	Oct. 24, 1857	135 63	53		Sent home 220 sperm.	
do	July 31 June 16	Apr. 15, 1857 Apr. 16, 1859	206			Formerly a schooner; added and altered 1857.	
do {	May 18 Oct. 21 May 21	Sept. 5, 1857 Aug. 27, 1858 Aug. 2, 1858	25 210	15 25 67		Formerly a coaster; added 1857; sold to Fairhaven 1860.	
North Pacific	Oct. 1	May 18, 1861	25	900	8,000	Sent home 40 sperm, 169 whale, 5,595 pounds bone; sold to Honolulu 1861.	
Atlantic	Sept. 29	June 25, 1859	408	47		Returned once, the crew having mutinied. Sent home 130 sperm.	
North Pacific do	Oct. 1 Nov. 3	Mar. 28, 1861 May 21, 1863	100		3, 950 10, 000		
Pacific Ocean					6 200	Sold to parties in Bridgewater for merchant service 1862.	
North Pacificdodo	1		í	1	4	Libelled at Monganui, N. Z., 1860, for a mis	
				41	3 3, 600	demeanor by one of the crew, and voyage ruined. One of the "stone fleet;" sunk off Charles	
do	Oct. 2		1,51	6 9	4	ton 1:61. Sold to Sag Harbor 1:61. Daniel Donnavan, first mate, knocked over board by a whale and drowned 1:85: sen	
North Pacific			1 15 1 25			Sent home 126 sperm, 6:0 whale, 10,303 bone sold to Bremen 1862, to be fitted by branch establishment at Honolulu fo	
Indian Ocean .	July	Sept. 11, 186	1 1,80	00		whaling. Built at Fairhaven 1857; sold to New Bedford 1862.	
Desolat'n Islan	d July 1	7 Apr. 11, 186	n	. 58		Bought from New London 1857; built 1848	
North Pacific .	Nov. 1	7 Apr. 14, 186	1	89 1, 29	10, 70	the "stone fleet;" sunk off Charlesto	
do	Sept.	1				1861. Charles II. Sprague, second mate, killed bawhale November 20, 1857; lost Scammon's Lagoon, Lower Claiforn February, 1861; the wreck was sold Honolulu; sent home 215 sporm, 49 whale, 26,793 bone.	
Atlantie Indian Ocean . North Pacific	Mav	11 A 110°, 28, 18	59 60 61 1, 0	57	56	Added 1856; sent home 83 sperm.	

Tolie showing returns of whaling-ressels

		-		
Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1857.				
Mattapoisett, Mass.—Continued.			David Dexter	R. L. Barstow
Union	Bark	1		do
Willis	do	164	James King	,
Nantucket, Mass.		205	Israel Morey	McCleave & Macy
Catawba	Ship	400	Joseph Winslow	C. G. & H. Coffin
Eliza Jane	Schooner	200	William T. Swain	McCleave & Macy
Nautilus	Bark	220	Edwin M. Hardwick	Zenas L. Adams
Edgartown, Mass.	Bark	329	Pease	John A. Baylies
E. A. Luce	Schooner	132	Ripley	Joseph Holley
Europa Eureka	Ship Bark	400 125	Thomas M. Pease	Abraham Osborn J. A. Baylies
Ocmulgee	Ship	45	Greene	A. Osborn
Omega	do	: 63	Sanborn	Benjamin Worth
Provincetown, Mass.				
Allogham	do	75	Nickerson Dyer	D. C. Cook
Eschol Estella Montezuma N. J. Knights Oreal Paras R. stock Rl stock	do	94 92 95 95 123 r 80	Chapman Chapman Banister Genu	D. Connell E. S. Smith & Co John Adams R. & E. Cook Philip Cook
Riel S. R. Soper Thriver Union V. Doane V. H. Hill	do do do do	. 130 93 95	Small	J. E. & G. Bowley Samuel Soper S. Small Jonathan Nickerson H. & S. Cook & Co J. E. & G. Bowley
Orleans, Mass. Lewis Bruce	Brig Bark	13		Heman Smithdo
Beverly, Mass. Lady Suffolk	Bark	21		F, W. Choatedo
Salem, Mass. Messenger	Ship	21	.6 — Holmes	Benjamin Webb
New London, Conn.				
Amaret	Brig	8	Quayle	
AtlanticArchitect	Schoon Bark		Rathbone	

Tatle showing returns of whaling-vessels

Managing owner or agent. Captain. R. L. Barstow . . vid Dexter mes King.....do McCleave & Mucy C. G. & H. Coffin rael Morey..... McCleave & Macy ... 'illiam T. Swain.... Zenas L. Adams ... dwin M. Hardwick . John A. Baylies ... - Pease Joseph Holley Ripley Abraham Osborn J. A. Baylies A. Osborn..... - Greene Benjamin Worth ... Sanborn..... Nickerson.... Dyer ohn Pettengill Robert M. Miller
J. E. & G. Bowley
T. & S. Hilliard
D. Connell
E. S. Smith & Co
John Adams
R. & E. Cook
Philip Cook — Miller — Chapman — Chapman Bauister.... -Genu - Milliken..... J. E. & G. Bowley Heman Smith.....do Nickerson Holman..... F, W. Choate.....do Robertson
Ryder Benjamin Webb - Holmes Perkins & Smith.... Quayle..... - Rathbone

	Date	e	Result of	f voyage	B.	
Whaling- ground.	Of sailing.	Of arrival.	Sperm-oil.	Whalebone.		Remarks.
Atlantic Z		ept. 11, 1861 ept. 21, 1858	Bbls. B	bls. Lt	Se	ant home 56 sperm; bought from New Bedford 1857. ent home 268 sperm.
Court	ept. 18 J Aug. 15 2	Apr. 19, 1859 July 1, 1863 Apr. 9, 1859	1,600	550	B	old to New York. init at Mystic 1857; sold to New York 1863. idded 1857; sold to New Bedford; tender to ship Catawba. lought from Boston 1857; sent home 80 sporm; lost at Port Dauphin.
Pacific Ocean	July 2 . Sept. 17 Oct. 21	Apr. 17, 1861 July 27, 1862 May 19, 1861 Apr. 18, 1861 Apr. 9, 1861	563	335 4, 1,845 1 540 2,622 1,658	, 200 8	sent home 36 sperm, 390 whale, 366 bone; one of the "stone fleet;" sunk off Charleston 1861. Added 1857; sent home 25 sperm, 11 whale; withdrawn 1860. Sent home 170 sperm, 6,562 bone. Formerly the Affred Tyler; sold to Boston 1861. Bought from Holmes's Hole 1857; sent home 62 sperm, 21,336 bone. Sent home 1,039 whale, 48,864 bone; bought from Mantacket 1857; sold to Boston for freighting 1862.
do	May 5 May 6 Dec. 19 Feb. 25 May 6 June 16 May 23 May 22 Dec. 22	May 19, 185 Sept 14, 185 Sept 14, 185 Sept 6, 185 Sept 6, 185 Sept 7, 185 Sept 5, 185 Aug. 27, 185 June 16, 185 Aug. 28, 183 June 16, 185 July 25, 185 July 25, 185 July 29, 183	7 200 7 7 8 50 7 7 8 12 7 7 415 7 7 415 7 200 380 58 140	140 160 230 130 210 20 30 130		Added 1857. A missing vessel; captain had wife and two children with him. Sold to Beverly 1858. Added 1857. Do. Added 1857; built at Easex 1853. Added 1856. Added 1856. Added 1857. Withdrawn 1859. Added 1857; sent home 98 sperm.
Atlantic do	Dec. 23	Sept. 16, 18 June 4, 18		64	5, 500	Built 1851; sent bome 90 sperm. Built 1848; sent home 250 barrels whale and 3,000 pounds bone.
Atlantic	Apr. 29	Aug. 25, 18 7 Sept. 21, 18 9 July 28, 19	359 36	2 114	5, 700	Added 1857; sent home 35 sperm. Frozen into the ice 8 months; took first whale July 1, and by July 22 was fall.

Table showing returns of whaling-ressels

Name of yessel.	Class.		Captain.	Managing owner or agent.
Agine of vesser.	Class	Топраве		agenti
1957.				· ·
New London, Conn Continued.				
Delta	Ship	314		
Delaware	do	299 -	Kenworthy	Williams & Barnes
Dove Electra Franklin Fortune	Bark Ship Schooner Bark	151 348 119 291	Church Brown Holt Comstock	Williams & Haven Williams & Barnes Perkins & Smith C. A. Williams & Co
Frances Palmer	do	303	Green	do
George and Mary	Ship	356	Walker	Williams & Haven
Georgiana J. E. Comstock John E. Smith	Brig Ship Schooner	75	Buddington Smith	Perkins & Smith Thomas Fitch Richard H. Chapell
Lark Laurens Mary Powell Merrimae	Bark Ship Schooner Bark	420	Perkins Morgan Nash	Lawrence & Co
Montezuma	Ship	424	Homan	. Williams & Barnes
N. S. Perkins New England	do Bark	309	Kiblon	Perkins & Smith Lawrence & Co
Peruvian	Ship	. 388 404	Rose Hempstead	E. V. Stoddard George Hundley
PioneerRipple	Bark do	. 235 234	Brown	
R. B Coleman Tempest	Schoone Bark	115 . 330	Jerome	Frink & Prentiss
Zoe	do	. 196	Rogers	T. Fitch
Fall River, Mass. A. Houghton	. Bark	326	Robinson	Brown & Durfee
B. Franklin	do	164	Brown	John B. Reed
Warren, R. I. Dromo	Bark		Cole	C. T. Child S. P. Child
William Wilson	Ship	375	George Taber	Charles T. Child
Stonington, Conn.	Schoon	er 143	Anthony	J. E. Smith & Co
Greenport, N. Y.				
Caroline	Bark	259	Pontus	
Roanoke	do	259	Wade	do
Sag Harbor, N. Y. Augusta	Bark.	390	James M. Tabor	W. & G. H. Cooper
Excel	do	37	Winters	Wade & Brown

Table showing returns of whaling-ressels

			1	Date-	Roanl	t of ve	370.00	
	1			Date-	46CBH1	1 01 V	ry age.	
Captain. Managing owner or agent.	Whaling- ground.	Of sailing.	Cf arrival.	Sperm-oil,	Whale-oil.	Whalebone	Remarks.	
Kenworthy	. Williams & Barnes	Indian & Pac	June 30		Bbls.	Bbls.	Lbs.	Sent home 3°5 whale and 6,425 bone; lost 1857; bought from Greenport same year. Oliver Rogers, third mate, and 2 men killed by a whale; lost on Ballema Bar, Lower
Church	Williams & Hansa	South Atlantic	June 13	May 10 1959	94			by a whale; lost on Ballenas Bar, Lower California, 1860; sent home 130 sperm, 2,308 whale, and 24,369 bone.
Holt	Williams & Haven Williams & Burnes Perkins & Smith C. A. Williams & Co	North Pacific Atlantic & Ind .	June 11 Oct. 9	May 12, 1858 Atr. 30, 1859 Mar. 23, 1859 June 6, 1861			1, 500	Fortune sent home 563 whale and 3.356
Green	do	North Pacific	Mar. 18					pounds bone. Formerly a packet between San Francisco and the Sandwich Islands; fitted from
— Walker	Williams & Haven	Indian & Pac	Oct. 1					Honolulu; sold to Honolulu 1858; sent home 480 whale and 3,000 bone. Sent home 50 sperm, 1,297 whale, and 6,255 bone; lost in the ice in Ochotsk Sca June 9, 1860.
Buddington	Perkins & Smith Thomas Fitch	Davis's Strait Desolation Isld.	Apr. 11 May 30	Dec. 20, 1857		443	6, 500	Added 1857; sold to Warren 1859.
Forsyth Perkins	Richard H. Chapell Perkins & Staith	North Atlantic	Sept. 1 July 1	Sept. 5, 1858 Dec. 12, 1860		42 600		Sent home 120 whale and 1,260 bone; with- drawn 1858. Sent home 1,303 whale and 7,097 bone.
Morgan Nash Rice	Lawrence & Co C. A. Williams & Co	Desolation Isld. Indian Ocean North Pacific	Aug. 4 June 8	Aug. 16, 1853 May 17, 1858		4, 196 1, 558		Elephant oil, Added 1857. Added 1857; sent home 22,444 bone; con-
Homan	Williams & Barnes	do	Sept. 29	Aug. 22, 1861	41	2, 348	13, 300	demned at Honolulu December, 1858. Sent home 89 sperm and 25,272 bone; one of "stone fleet" No. 2; sunk 1862.
Kiblon Hempstead	Perkins & Smith Lawrence & Co	Ochotsk	May 25 Sept. 7	Nov. 4, 1861		1, 492		Sent home 283 sperm and 217 whale. Sent home 11,991 bone; one of "stone fleet" No. 2; sunk 1862.
Rose	E. V. Stoddard George Hundley	South Atlantic. Pacific Ocean	Aug. 21 Oct. 29	July 12, 1858 July 10, 1861	71	108 1, 275		Sent home 990 whale and 5,560 bone; one
Brown	E. V. Stoddarddo	Desolation Isld. Indian & Pac	July 9 Sept. 1	July 10, 1859		1, 498		ton 1861. Sent home 900 elephant. Sent home 297 sperm, 2,474 whale and 10,046 bone.
Jerome	Frink & Prentiss	Pacific Ocean	June 25 May 21	Apr. 11, 1861		765	6, 450	Added 1857; out of the business 1859.
Rogera	T. Fitch	Desolation Inld.	June 10	Apr. 15, 1859		1, 030		Sent home 250 elephant; sold to Honolulu 1859.
Robinson	Brown & Durfee	Pacific Ocean	July 7	May 27, 1861	825			Sent home 648 sperm; sold to Newport 1861 for California trade.
Brown	John B. Reed	Atlantic	Nov. 7	June 19, 1858	151	134		
Cole	C. T. Child S. P. Child	North Pacific Indian Ocean	Nov. 14 Feb. 27	Apr. 12, 1861 Apr. 4, 1861	265	390 295		Sent home about 90 sperm and 225 whale;
oorge Taber	Charles T. Child	do	Oct. 3	Jan. 4, 1861	512	1, 459	3, 100	and 1,497 whale and elephant : withdrawn
Anthony	J.E. Smith & Co	South Atlantic.	Oct. 1	May 28, 1859		200		temporarily 1861; sold to New York 1861.
Pontus	Wells & Carpenter	North Pacific	July 15					Sent home 600 whale and 5,890 bone; con-
Wade	do	Indian & Pac	June 12	Feb. 25, 1860	183	378		demned at Honolulu September 11, 1859. Sold to Boston 1860.
mes M. Tabor	W. & G. H. Cooper	Pacific Ocean	July 24	Jan. 19, 1861	30	286	700	Formerly a brig; packet between Savannah and New York; added and altered 1857; sent home 284 whale and 1,011
Winters	Wade & Brown	South Atlantio.	July 27	May 28, 1859		1, 420	10, 000	bone; sold to Greenport 1861. Formerly a brig; added and altered 1857.

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.	
1857.					
Sag Harbor, N. Y Continued.					
Jefferson	Ship	435	Huntting	Wade & Brown	
Noble	Bark Brig Schooner Bark	273 209 134 300	Royce	W. & G. H. Cooper Wade & Brown J. E. & E. Smith Wade & Brown	
William Tell	Ship	370	— Austin	do	
Cold Spring, N. Y.					
Monmouth	Bark	273	Grmsby	John H. Jones	
San Francisco, Cal.					
Boston Carib Francis Sarah Warren	Brig Bark Brig Bark	181 205 114	Scammon	Tubbs & Co Joseph W. Gawley J. C. Hewlett do	
Mystic, Conn.	Ship		Eldridge		
1858.					
New Bedford, Mass. Afton	Bark	0.40	Francis Allen	F. and G. R. Taber	
Andrews Balæna	Ship	303 301	Jeremiah C. Norton John S. Dorman	William P. Howland James H. Howland	
Bart Gosnold	do Bark Ship	356 324 362	George H. Clark Henry Pease, jr	I. Howland, jr., & Co Henry Taber & Co James B. Wood & Co	
Camilla	Bark	429	Samuel M. Prentice	Swift & Allen	
California	Ship	398	Charles West	I. Howland, jr., & Co	
Canton	do Bark	280 263	George White George R. Himes	C. R. Tucker & Co Charles Hitch & Son	
Cleone China Congress, 2d Coruthian Coral	do Ship do Bark	373 370 376 401 370	Andrew J. Fuller Francis E. Stranburg . Valentine Lewis	Edmund Maxfield Gideon Allen & Son Geo. & Matt Howland G. Allen & Son	
Daniel Webster Dartmouth Dominga	Ship Bark do	336 336 230	Dexter Bellows James H. Haughton Thomas I. Lee	S. Thomas & Co Weston Howland do	
Draco Eben Dodge Elisha Dunbar Emma C. Jones Franklin Good Return	dododo do Ship Barkdo	257 221 257 347 273 215 376	Charles P. Worth	Jonathan Bourne, jr. B. Franklin Howland. W. & G. D. Watkins Edward C. Jones Isanc M. West Allen Lucas H. Taber & Co	
Gratitude	Bark Ship	337 371	William Davis, jr John Dennis	Swift & Allen E. Maxfield	
Henry Kneeland	. do	304	Benjamin Kelley	Benjamin B. Howard	
India	do Bark	366 234 432	Richard Flanders Russell William B. Waterman.	B. F. Howland Cranston Wilcox James D. Thompson	

Table showing returns of whaling-ressels

11			1	Date-	Resu	t of vo	yage.		
Captain. Managing owner or agent.	Whaling- ground.	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	Remark ».		
— Huntting	Wade & Brown	North Pacific	Sept. 9	Apr. 15, 1861	Bbln.	Bbls.	I.bs. 5,000	Sent home 79 sperm, 1.364 whale, and 19,92	
Jennings	W. & G. H. Cooper	& A. & Indian	Nov. 3	June 26 1850	599		4, 000	bone; broken up 1861.	
Royce	J. E. & E. Smith	Straits of Lutke	Nov. 2 Dec. 19	Sept. 20, 1859 Feb. 25, 1860 May 8, 1861	60 65			Sent home 200 whale and 600 bone.	
remiah Hedges	Wade & Brown	South Atlantic	Sept. 9	May 8, 1861			3, 000	sent home 44 sperm, 629 whale, and 3,900	
- Austin	do	North Pacific	Sept. 9					bone. Sent home 126 whale and 1,800 bone; lost on East Cape July 14, 1859.	
— Grmsby	John H. Jones	South Atlantic.	Aug. 22			•••••		Sent home 50 sperm and 17,056 bone; sold at Vulparaiso 1962.	
Scammon	Tubbs & Co	Coast California	July 1	May 14, 1858		740			
Reynolds	Joseph W. Gawley J. C. Hewlett	Pacific Ocean Coast California		, 1858				Added 1857; no report. Lost in Margaritta Bay 1858.	
red F. Poole	do	do	Aug. 9	May 23, 1858	*****	2630		Formerly in Oregon trade; added 1857.	
Eldridge				June 6, 1858		1, 092			
rancis Allen	F. and G. R. Taber	Pacific Ocean	Nov. 15	Aug. 9, 1862	186	2		Sent home 552 sperm; sold to New York 1862.	
eremiah C. Norton ohu S. Dorman	William P. Howland James II. Howland	do	May 20 Oct. 5	Sept. 16, 1862 July 26, 1863	267 230			Sent home 48 sperm. Sent home 525 sperm; sold to Sag Harbor	
eorge H. Clark Fullerenry Pease, jr	I. Howland, jr., & Co Henry Taber & Co James B. Wood & Co	North Pacific Pacific Ocean North Pacific	Sept. 15 Aug. 25 Oct. 5	May 27, 1862 July 20, 1862 Mar. 25, 1862	229 197 515	1, 111 1, 333 1, 476	3, 750 650	Sent home 140 sperm, 7,006 pounds bone. Sent home 17 sperm, 210 whale, 10,062 bone. Sent home 131 whale, 32,450 pounds bone.	
muel M. Prentice	Swift & Allen	do	May 10	May 17, 1862	438	1,660		sold 1862 on foreign account, Built at Fairhaven 1857; sent home 712	
harles West	I. Howland, jr., & Co	do	Aug. 25	June 6, 1862	87	632	3, 200	sperm, 1,051 whale, 34,903 pounds bone. The California was built at New Bedford 1849; sent home 185 sperm, 1,360 whale, 16,031 pounds bone.	
eorge White eorge R. Himes	C. R. Tucker & Co Charles Hitch & Son	Indian Ocean Indian and Pac	Dec. 1 June 23	Aug. 2, 1862	1, 630			Captain Hines died at sea, October 31, 1858; sent home 45 sperm.	
ohn E. Simmons	Edmund Maxfield	North Pacific	Oct. 5	Aug. 4, 1862		1,904		Sent home 3r2 whale, 19,663 pounds bone. Altered from a ship 1858; no report.	
rancis E. Stranburg .	Gideon Allen & Son Geo. & Matt. Howland	North Pacific do	Aug. 5 Oct. 5	Aug. 2, 1862 June 7, 1862 Mar. 12, 1863	130	1, 127 2, 376	7,000	Sont home 35 aparm, 19 081 nounds hone	
enjamin II. Sisson	G. Allen & Son	do	Oct. 19	Mar. 12, 1863		2, 100		Altered from a ship 1-58; sent home 94 whale, 21,500 pounds bone. Bought from Nantucket 1857.	
exter Bellows	S. Thomas & Co Weston Howland	Cum Inlet Pacific Oceandodo	June 11 Dec. 1 Oct. 19	Nov 23, 1859	50	1, 316	18, 000	Bought from Nantucket 1857. Condemned and sold at Tahiti, March, 1863. Sent home 425 sperm; condemned at Pa- ita, January 1, 1862; repaired at Paita.	
harles P. Worth	Jonathan Bourne, jr B. Franklin Howland	Indian Ocean Pacific Ocean	Apr. 22 Nov. 2	Apr. 24, 1862 Sept. 90, 1861	925 275		3, 600	Sent home 517 sperm.	
mes L. Lincoln	W. & G. D. Watkins Edward C. Jones	Indian Ocean Atl'ticand Pac	Aug. 10 Aug. 10	Sept. 20, 1861 May 17, 1862	715	1, 100	9.900	Sent home 70 sperm.	
onathan C. Hawes 7. H. Gifford lexander A. Tripp lial T. Fish	Isaac M. West	Pacific Ocean	May 31 Aug. 11	Aug. 28, 1860 June 23, 1861 May 8, 1861 Apr. 23, 1862	1, 285 954	177		Sold to New York 1862,	
lial T. Fish	II. Taber & Co	Atlantic North l'acific	Oct. 5	Apr. 23, 1862			9, 700	Sent home 18 sperm, 1,800 pounds bone;	
illiam Davis, jr ohn Dennis	Swift & Allen E. Maxifeld	do	Aug. 25 May 17	Apr. 22, 1862	213	1, 946	13, 800	sold out of the service 1862. Senthome 289 aperm, 500 whale, 16,278 bone, Senthome 152 aperm, 894 whale, 5,200 bone; sold at Honolulu 1861.	
enjamin Kelley	Benjamin B. Howard	ladian and Pac	June 9	May 39, 1862	197	1, 732	14, 500	Sent home 18 sperm, 1,081 whale, 15,388 bone.	
ichard Flanders —— Russell 'illiam B. Waterman.	B. F. Howland Crauston Wilcox James D. Thompson	Indian Ocean Pacific Ocean Sorth Pacific	Aug. 25 May 4 Aug. 31	Nov. 4, 1861 Nov. 4, 1861 Aug. 21, 1861	310 299 247	655 618 1, 500	4, 500 4, 750 8, 10:	One of "stone fleet," No. 9; sunk 1861. Sent home 170 sperm. Captain Waterman died August 25, 1859; sent home 7,600 pounds bone; sold to New London 1863.	

Table showing returns of whaling-result

a constitution of the parameter designation and the parameter of the param			and the same of th	
Name of vessel.	Chaus.	Tonnage.	Captain.	Managing owner or agent.
1858.			1	
New Bedford, Mass Continued.			1	
Janus	Ship	321 340		T. & A. R. Nvo Isaac B. Richmond
John Howland	do	377	Alexander Whelden	James H. Howland
John P. West	Bark	4:10	Daniel Tinker, jr	Simeon N. West
Joseph Grinnell	Bark	46	William W. Thomas	William G. Blackler
Joseph Meigs	Ship	356 356		Abraham H. Howland William Hathaway, jr
Junior	do	378	Lafayette Rowley	David R. Greene & Co.
Lancaster	do	383	Thomas N. Russell	T. & A. R. Nye
Leonidae	Bark	231	Albert J. Aldrich	Russoil Maxifold
Louisiana Magnolia	Ship	297 396		T. & A. R. Nye
Marcella	Barkdo	210 271 360	John P. Cornell	C. R. Tucker & Co Swift & Allen William O. Brownell
Mary Ann Minerva Smyth	Ship	914 335	Abner Smith	Robert B. Greene I. Howland, jr., & Co
Montezuma	Bark	196	Shubael S. Spooner	J. & W. R. Wing
Montgomery	do	948	Reuben N. Crapo	Swift & Allen
Mt. Wollaston	Ship do Bark Ship	395 360 237 352	Thomas Dallman David Baker	Wood & Nye
Ontario	Bark	489	Josiah Foster	W. O. Brownell
Onward	Ship	461	William H. Allen	Edward W. Brownell
Orray Taft	Bark Ship	176 424		Allen Lucas T. & A. R. Nye
Pacific, 2d Pioneer Plover Roscius	Bark do Ship Bark	314 231 330 300	Henry P. Barker Augustus N. Perkins	William H. Reynard J. D. Thompson W. & G. D. Watkins William P. Howland
Sea Gull	Ship	455	Charles Nichols	John R. Thornton:
Tamerlane	Bark	357	Joshua B. Winslow	Thomas Knowles & Co.
Two Brothers	do	288	Joshua B. Davis	Wood & Nye
Twilight	Ship	386	Sylvestor Hathaway	William Phillips & Son
Wm. Gifford	Bark	320	Nehemiah P. Baker	William Gifford
Fairhaven, Mass.	1			
Arab	Bark	276 330	William Washburn William Wilson	I. F. Terry William G. Blackler

Table showing returns of whaling-ressels

siling from American ports-Continued.

	1		1	Date—	iteani	t of vo	yaga,	
Captain. Managing owner or agent.	Whaling- ground.	Of sailing	Of arrival.	Sperm-oil.	W hale-ecl.	Whalebear	Remarks.	
hn C. Smith	T. & A. R. Nve Isaac B. Richmond	North Pacific	Oct. 9 Oct. 7	May 20, 1862 Aug. 8, 1862	Bbbs. \$20. 130	Hbbs. 1, 341 1, 763	F, 600° S, 100°	Sont home 14,200 pounds bone; sold to New York 1862.
exander Whelden	James H. Howland	do	Oct. 19	Sept. 6, 1863		2, 200		Cuptain Whelden came home sick April, 1663; Boulamin F, Pierre, first mate, killed by a whale February 34, 1863;
aniel Tinker, jr	Simeon N. West	,,,,do	May 94	May 20, 1863	90	1, 500	9, 000	sent home 3.332 whale, 64.465 bono. Built at New Bedford 1857; John Lynch, second mate, died at Honolulu, January 12, 1862; sent home 68 sperm, 1,857 whale,
illiam W. Thomas	William G. Blackler	Parific Ocean .	June 24	May 20, 1863	1, 056			34.141 pounds bone. Built at Fairhaven 1858; sent home 216
eonard S. Mitchell imuel P. Winegar	Abraham H. Howland William Hathaway, jr	North Pacific .	June 16 Sept. 30	Sept. 6, 1861 June 13, 1862	372 3≥	921	12, 800	Sold to New York 1869. Sont home 50 sperm, 2,400 pounds bone;
afayette Rowley	David R. Greene & Co.	do	Oct. 7	Oct. 21, 1862	490	681		sold to New York 1862. Sent home 157 sperm 6,166 pounds bone.
homas N. Russell	T. & A. R. Nye	.,.do	Oct. 26					sold to New York 1862. Sent home 264 sperm, 600 whale, 6,952 bo. 24
lbert J. Aldrich	Russell Maxifeld	Atlantio	Sept. 15	Apr. 25, 1861	70	370		condemned at Saint Thomas 1831. Altered from a ship 1858; sent home 156 sperm; one of the "stone fleet;" snuk
ohn A. Kelley everino D. Pierce	T. & A. R. Nye William G. E. Pope	Pacific Ocean . North Pacific .	Aug. 3 July 27	Oct. 11, 1863	900		•	off Charleston 1861. Sent home 500 sperm. Condemned at Sydney 1862; sold oil (230 sperm, 2,400 whale) at Sydney; sent
enjamin Ellis ohu P. Cornell arnard H. Daily	C. R. Tucker & Co Swift & Allen William O. Brownell	Indian Ocean Pacific Ocean . North Pacific .	Aug. 17 Sept. 14 July 13	July 12, 1863	575 100	900 1, 592	9,900	Sent home 47 sperm, 1.419 whale, 5,700 bone. Sent home 47 sperm, 1.419 whale, 5,700 bone, Sent home 172 sperm, 199 whale, 24,179
bner Smith	Robert B. Greene L Howland, jr., & Co	Parific Ocean . Atitic and Ind	Dec. 16 Nov. 24	Oct. 26, 1862 Apr. 29, 1862	731 58:	796	3, 300	pounds bone. Sold to New York 1863, Sold to Boston 1863 for merchant-service;
hubael S. Spooner	J. & W. R. Wing	do	Oct. 10					sent home 234 whale, 2,000 pounds bone. Missing: last seen off Guif Stream in a
euben N. Crapo	Swift & Allen	Pacific Ocean .	July 20		384			gale 1859. Sent home 734 sperm, 88 whale; sold to New York 1862.
ohn A. Coffin Thomas Dallman David Baker David Cocbran	Wood & Nye	do	June 2 Dec. 24 Oct. 4 Oct. 26	Aug. 20, 1862	1, 307 1, 371 1, 116 300	26 36	1, 200	Sent home 37 sperm. Sent home 93 sperm, 1,399 whale, 17,086
osiah Foster	W. O. Brownell	do	Oct. 26	July 23, 1862	32	1, 717		pounds bone. Altered from a ship 1858; sent home 347
Villiam H. Allen	Edward W. Brownell	do	Oct. 5	July 5, 1862	175	1, 854		whale, 7,844 pounds bone. Took on voyage 170 sperm, 6,350 whale, 63,000 pounds bone.
licajah C. Fisher barles B. Killmer	Allen Lucas T. & A. R. Nye	Adanti North Pacific	Sept. 1 Aug. 17	Oct. 11, 1863 Mar. 12, 1863	60	600 1, 500	9,000	Sent home 449 sperm. Built at Fairhaven 1855; sent home 56 sperm, 1,812 whale, 11,172 pounds bone;
Villiam Cleaveland Jenry P. Barker ugustus N. Perkins rederick S. Howland	William H. Reynard J. D. Thompson W. & G. D. Watkins William P. Howland	Pacitic Ocean . Indian and Pac Indian Ocean . Atlantic	Oct. 5 Aug. 10 June 22 Sept. 10	July 31, 1861 June 8, 1862	140 919	160	1 500	sold to Boston for China trade 1860. Bought from Fairbaven 1858. Sent home 44 sperm.
harles Nichols	John R. Thornton	Pacific Ocean	May 28	May 21, 1863			2,000	pounds bone. Sent home 36 sperm; sold to Boston 1864,
oshua B. Winslow	Thomas Knowles & Co	North Pacific .	Oct. 23	July 20, 1862		1, 547	10, 900	for merchant-service.
oehua B. Davis	Wood & Nye	Pacific Ocean	Nov. 3	June 30, 1863	1		'	sperm, 594 whale, 11,185 pounds bone. Altered from a ship 1855; sent home 473
ylvestor Hathaway	William Phillips & Son	do	Oct. 12					sperm; sold and withdrawn 1864. Lost at island of Hivaoa June 1, 1859; had
ehemiah P. Baker	William Gifford	North Pacific	Aug. 31	Feb. 28, 1863	300	1, 000	1, 200	trouble with the natives, but were pro- tected by a missionary residing there. Built at Dartmouth 1859; sent home 339 sperm, 11,230 pounds bone.
Villiam Washburn Villiam Wilson	I. F. Terry William G. Blackler	Atl. and Ind Pacitic Ocean	Sept. 14 Oct. 8	Apr. 23, 1860 June 16, 1663	****	2,000	1,000	Had schooner Oxford for a tender: Altered from a ship 1858; sold to New York 1863; sent home 275 sperm.

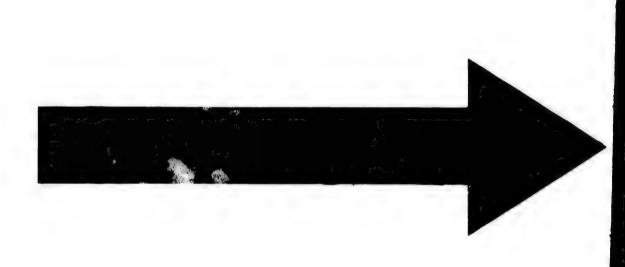
Table showing returns of whaling-result

Name of versel.	Name of vessel. Class.			Captain.	Managing owner or agent.
1858.					7
Fairhaven, Mass.—Continued. Florida General Scott Mary Ann South Boston.	Ship Bark Ship do		Ja	Chomas W. Williams ames R. Huntting emuel M. Potter Edward F. Randolph	Fish, Robinson & Co Nathan Church L. C. Tripp Ezekiel Sawin
Zone	Bark	300	.J	James G. Frazor	Jenney & Tripp
Mattapoisett, Mass. Amelia	Brlg	191	C	Charles W. Kempton Fimothy H. Fisher	Loring Meigs & Co R. L. Barstow
Elvira	Brig		J T	Shubsel P. Edwards . Thomas H. Macy	R. L. Baratow
Mary Ann	. do	235	1	Thomas Percival	L. Meigh & Co
March Palmyra	Brig Schooner	100		Henry Lewis Henjamin Smith	L. Meiga & Co
Sarah	Bark		1	Job P. Rounseville Daniel Flunders	R. L. Barstow
Holmes' Hole, Maus.		15	-4.	Adams	. Thomas Bradley
Pavilion	. Brig	. 150	1	Aunmont	A. N. V.
Sipplean, Mass. Admiral Blake Retrieve	. Schoone		3(1 D(.	Jared Blankenship William C. Hathaway	Peleg Blankenship Benjamin B. Handy
Beverly, Mass.		14	43	Foster Brown	F. W. Choate
Dartmouth, Mass. Cape Horn Pigeon Charles and Edward Livet pool Nye.	Ship	13	300 150 306 311	Reuben G. Weeks Frederick P. Cornell Charles D. Davenpor William Childs	rt Tucker & Cummings
Westport, Mass.		2	270	Hiram Francis	
Elizabeth George and Mary Kate Cory Leonidas Sacramento	Brig	11	165 135 135 215	A'len W. Pierce Weston S. Tripp Samuel B. Devoll Thaddens Defriez	Rescom Macomber Alexander H. Cory C. A. Church A. H. Cory
Sea Fox			246 261		
Sea Queen			120		Henry Smith
Fall River, Mass.			164	George E. Brown	John B. Reed
B. Franklin	Bark.		16-	(100rgo an ac	
Edgartown, Mass. Almira Navigator			370 350 394	o Jared Fisher, Jr	John A. Daynes
Splendid		1			******* TC 35******

F FISH AND FISHERIES.

Table showing returns of schaling-result

Captain.	Managing owner or agent.
honns W. Williams	Fish, Robinson & Co
ames R. Huntting	Nathan Church
.emuel M. Potter Idward F. Randolph	L. C. Tripp Ezekiel Sawin
James G. Frazer	Jenney & Tripp
tharles W. Kempton Fimothy H. Fisher	Loring Meiga & Co R. L. Baratow
Shubael P. Edwards .	L. Meign & Co
Phomas H. Macy Phomas Pereival	R. L. Barstow L. Meigs & Co
Henry Lewis Benjamin Smith	R. L. Barstow L. Meigs & Co
Job P. Rounseville Daniel Flanders	Atsatt & Sturtevant R. L. Barstow
Adams	Thomas Bradley
Tared Blankenship William C. Hathaway	Peleg Blankenship Benjamin B. Handy
Foster Brown	F. W. Choute
Reuben G, Weeks Frederick P, Cornell Charles D Davenport William Childs	William Potter, 2d do Tucker & Cummings do
Hiram Francis	Andrew Hicks
A'len W. Pierce Westen S. Tripp Samuel B. Devoll Thaddens Defriez	Rescom Macomber Alexander H. Cory C. A. Church A. H. Cory
Peleg W. Gifford Thomas Burdett	A. Hicksdo
Joseph E. Smith	Henry Smith
George E. Brown	John B. Reed
Smith Jared Fisher, jr Shubael Norton	Abraham Osborn John A. Baylies A. Osborn
Fisher	William If. Munro



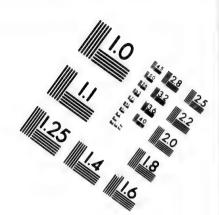
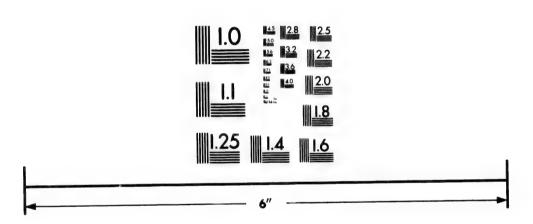


IMAGE EVALUATION TEST TARGET (MT-3)



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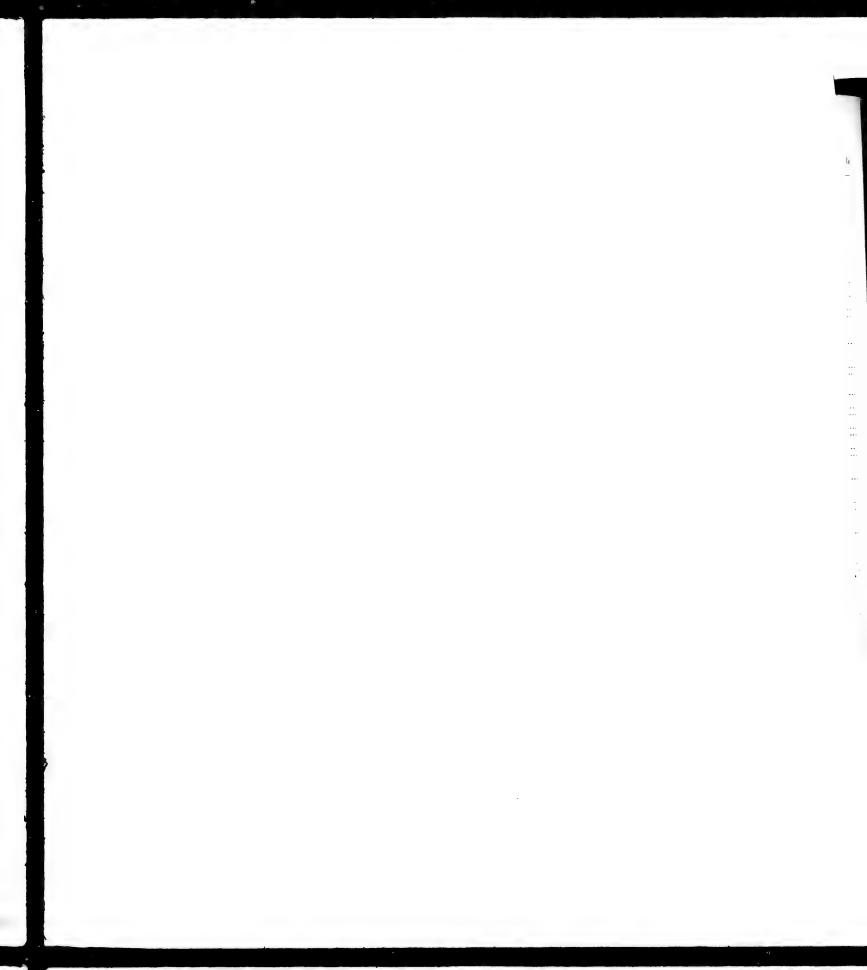
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	Date-	Re	sult of	voyage.	
Whaling- ground. units	Of sailing.	Of arrival.	Whale-oil.	Whalelone.	Remarks.
rth Pacific	Oct. 20 Ma	y 20, 1862		ls. Lbs.	Sold at San Francisco 1861; oil and bone shipped home. Sold 1892 to Boxton; sent home 102 sperm, 9,138 bone. Sold to Quebec 1894. San Hoxie, first mate, drowned while fast Asa Hoxie, first mate, tree; sent home.
ethe Ocean orth Pacific acific Ocean .	Oet. &		807	138	Asa Hoxie, first mate, drowned white acts to a whale in March, 1862; sent home 1,590 whale, 6,843 pounds bone; con- denned at Honolalu 1862. Captain Frazier died June, 1861; sent home 311 sperm, 700 pounds bone; sold to New York 1892.
tlautic acific Ocean.	June 24 Oc	pt. 27, 1859 t. 9, 1864	120 505	60	Sent home 142 sperm. Boat's crew lost while fast to a whale De- cember, 1863; sont home 950 sperm on voyage; sold for merchant-service 1864.
Atlantio Pacific Ocean . Atlantic	Dec. 16 Ju	1	1, 350	770	Sent home 300 sperm. Sent home 103 sperm, 328 whale, 4,200 lbs bone; sold to Boston 1862.
do do	Apr. 1 00	ne 11, 1859 et. 2, 1860 pt. 12, 1860	99 90 260	25	Sold to New Bedford 1861; sent home of sperm. Sent home 35 sperm. Sent home 450 sperm.
Atlantic	Oct. 6 3	uly 30, 1860 .ug. 7, 1860	309	54	ford 1860.
Atlanticdo	and The fact of the	uly 13, 1859 Aug. 23, 1858	34 14c	44	Sent home 81 sperm. Bought from Gioucester 1858.
	Nov. 11 J	une 1, 1859	150	430	
Pacific Ocean Atlantiedododo	Nov. 25	June 26, 1862 Aug. 7, 1860 Aug. 17, 1860		27 54 543 2,	Sent home 90 sperm; sold to New York 180
Atlantic do do do Pacific Ocean	May 4 Dec. 9 Nov. 9 May 27	Sept. 22, 1860 Nov. 14, 1863 Aug. 26, 1866 Aug. 13, 1×60 June 16, 1863 Sept. 9, 1863	2 225 151 151 680 1 840	6	1e60. Sent home 110 sperm, 9 000 pounds boue. Alte ed from a schooner 1e58. Sent home 71 sperm. Sent home 461 sperm; sold to Dartmov 1e64, thence to New York. Sent home 87 sperm.
Indian Ocean Pacific Ocea Atlantic	n . Oct. 21	Aug. 8, 186 Mar. 27, 186	0 265	18	Sold to New Bedford 1860.
Atlantic Indian Oces Ind. and Pa	n Aug. 23 e Oct. 23	May 25, 186 July 27, 186 May 5, 186	1, 02 32 31 32 1, 53	354 7 47 80 262	Sent home 114 sperm.

Table showing returns of whaling-vessels

1000				
Name of vessel.	Chass.	Tounage.	Captain.	Managing owner or agent.
1858.				
Warren, R. I.				
Dolphin	Bark	325	Norie	R.B. Johnson
Nantucket, Mass.		1		
Atlantic Edward Carey	Ship !	391 353	Zenas M. Coleman Francis M. Gardner	Zenas L. Adams
II amus	Brig	140	George Haggerty	McCleave & Macy
Homer			George Haggerty James McGuire	Gardner & Chase
Spartan Watchman*	Ship Schooner	333	Obed R. Bunker Charles W. Hussey	J. B. Macy
Provincetown, Mass.				Daniel C C1-
Alleghany	Schooner	98 75	Young Dunham	Daniel C. Cook Johnson & Cook
Alexander	do	13t	- Young	J. E. & G. Bowley
ChantioleerEmporium		87 8 .	Cook	Samuel Cook
Emporium Estella John Adams	do	94	Cook Chapman	J. E. & G Bowley
John Adams	do	99	Coo:	John Adams
Metropons N. J. Knights Olive Clark	do	97	Sparks	D. Connell Samuel Soper
Oneco	Ship	90	—— Harwich	E S. Smith & Co
Oread Panama	DPTC	125	Rich	J. Adams
Richard	Schooner	0.0	Holmes	Philip Cook
R. E. Cook S. R. Soper	(10			Samuel Soper
Countan	Hark	184	Cook	Stephen Nickerson J. E. & G. Bowley
V. H. Hill Walter Irvin	Schooner do	155	Small	S. Soper
W. Holmes	do		Holmes	
Orleans, Mass.	1	100	Q	Calvin Snow
Medford	Brig	10×	Snow	Carvin Show
New London, Conn.		000	D	E. V. Stoddard
AlertCatharine	Bark Ship			Thomas Fitch
Catharino	1			
E. R. Sawyer	Schooner	126	Whipple	E. V. Stoddard Williams & Barns
	Ship	440	S. W. Fisk	Williams & Barns Williams & Haven
GeorgianaIsaac Hicks	Ship	190 495	Bolles	Lawrence & Co
Mary Powell	Schooner		Nash	do
North America	Bark	388	Morgan	Williams & Haven
Nile	5	1	George Destin	do
Pac'fic	Schooner	161	Smith	Lawrence & Co E. V. Stoddard
Philip lat	Bark		Hempstead	
Silver CloudVesper	1	140	Billinga	Richard H. Chapell Williams & Barns
Mystic, Conn.	1			
Cornelia	Schoone	197	Buddington	Charles Maliory
Trans of	her schoon	orss	ailed, but returned clear	1.

HISTORY OF THE AMERICAN WHALE FISHERY.

le showing returns of whaling-vessels

ISH AND FISHERIES.

Managing owner or agent. aptain. orie R.B. Johnson I. Coleman . . . M. Gardner . . Zenas L. Adams G. & M. Starbuck & Co. McCleave & Macy Haggerty.... Methire...... Bunker..... W. Hussey... Gardner & Chase J. B. Macy Tonng
Dunbam
(oung
'ook
'hapman
oo'
rahan
sparks Daniel C. Cook
Johnson & Cook
J. E. & G. Bowley
Samuel Cook
J. C. & G. Bowley
Samuel Cook
J. E. & G. Bowley
John Adams
D. Connell
Samuel Soper Iarwich
Gaewell
Rich
Tolmes
Cornell
Cook
Cornell
Small
Holmes E. S. Smith & Co.
J. Adams
Philip Cook
R. & E. Cook
Sanuel Soper
Stephen Nickerson
J. E. & G. Bowley
S. Soper Snow _.... Calvin Snow Parsons Hempstead.... E. V. Stoddard Thomas Fitch Whipple lisk Buddington ... Bolles Nash Williams & Haven Morgando Destin Smith Long Hempstead.... Billings Bailey Richard H. Chapell..... Williams & Barns

Buddington . . . Charles Maliory

t returned clean.

	Da	ite-	Result	of veys	age.	
Whaling- ground.	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	Remarks.
Hurd's Island	Sept. 30		Bbls.	Bbls.	Lbs.	Built at Warren 1850; lost on coast of Pat- agonia 1859.
Pacific Ocean	Ang. 2 Oct. 20	Aug. 23, 1862	1, 316			Sold to New York. Sold in San Francisco; fitted for a whaler from there, and was captured and burned by the Shenandoah; sent home 1,500 hone.
South Atlantic	July 6	Oct. 4, 1859		325		Sold to Fairhaven.
Nant Shoals Pacific Ocean Atlantic	July 6 July 7 Oct. 19	Oct. 4, 1859 July 25, 1858 Aug. 23, 1863	643	557		Sold to New Bedford.
North Atlanticdo	Apr. 10 Apr. 22 Apr. 19 May 3 Apr. 19	Sept. 10, 1858 Aug. 27, 1858 Aug. 16, 1859 Sept. 20, 1858 Oct. 2, 1858	12 30	175 100 214 125		Sent home 30 sperm.
do	Apr. 15	Aug. 24, 1858 Apr. —, 1859	89			No report.
do	Apr. 22 May 4	Sept. 10, 1×58 Sept. 14, 1858		215		Sailed again September 30; Soper, master no report; withdrawn 1858.
North Atlantie	Apr. 8	June 26, 1859 July 25, 1859 Sept. 7, 1858	185	196		No report. Sent home 100 sperm. Sent home 69 sperm.
Atlantie do South Atlantic Atlantic	Jan. 8 June 4 Nov. 6 Jan. 9	Aug. 6, 1858 Dec, 1858 July 11, 1860 Oct. 12, 1859 Oct. 4, 1858	115 441 210	30 94 150		Sent home 76 sperm. No report; withdrawn 1859.
North Atlantic			25	224		Sent home 119 sperm; sold 1860.
Hurd's Island. Indian Ocean .		May 14, 1860)	3, 537	2, 900	Sailed October 19; returned November dismasted; sent home 3,916 whate, 13,76 bone; captured and burned by the Shet andoah in Behring's Straits, June, 1865.
Hurd's Island. Nort's Pacific . Davis Straits .	. Oct.	July 12, 186 Dec. 9, 185)	3, 947	16, 700 15, 000	Sailed for \$9,000; cargo worth \$21,000.
Hura s Island.	. July 20	Apr. 30, 186	1	4, 000	2, 900	Lost at Hurd's Island October 21, 1000 harrel
Indian Ocean	. Sept. 20					built at Belleville, N. J., 1848. Condemned and sold at Hobart Tow April, 1861.
North Pacific		Apr, 186	9	. 500	0	April, 1891. Sent home 98 sperm, 4.406 whale, 42.6 bone; the longest whaling voyage of record; had 11 different captains; we captured by the Shenandoah in 1865 at bonded for \$45,000.
Hurd's Island North Pacific	Aug. 1	2 Sept. 16, 185	9 5	2 22 2 22	1, 20	
Desolation Isl North Pacific	'd June 1		9 1	4 51		Southome 49 sparm 800 whale : condemn
Hurd's Island	July 1	4 May 12, 18	30	. 1, 31	7 60	Sent home 400 elephant-oil.

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1858.				
Mystic, Conn.—Continued.	Schooner	200 -	Chester	Charles Mallory
FTBDK.		1		1-
Leander	Bark		Chester	do
Robin Hood	Ship		McGinley	do
Romulus	do	365	Turner	
New Haven, Conn.	Ship	567	W. W. Clark	A mos F. Barnes
Sag Harbor, N. Y.			G.	W. & G. H. Cooper
Numrod	Bark	280	Green	Wade & Brown
Odd Fellow	Schooner	239 116		H. & S. French
San Francisco, Cal. Carib	Bark	205	Reynolds	Jos. W. Gawley
Ocean BirdSarah Warren	Ship Bark		Scammons	J.C. Hewlett
1859.				
New Bedford, Mass.	Bark	406	Washingt'n T. Walke	L. Kollock & Son
Alice Frazier				
Alfred Gibbs Atlantic	Ship do do	360	Edward Nichols Francis J. Silvea James A. Crowell Samuel E. Cooke	Tames B, Wood & Co C, R. Tucker & Co
Braganza	Bark	470	Turner	William O. Brownell
Cavalier C. W. Morgan China Cleora Columbus Congress Congaree.	Ship	351 370 263 313 339	Sylvester Hathaway Isaachar H. Akin Edwin A. Luce John A. Castine	William Phillips & Son Charles Hitch & Son John P Knowles, 2d Edward C. Jones
Cornelius HowlandElizabeth	Shipdo			Thomas Nye, jr
E. Swift Emily Morgan	Bark			Swift & Allen William J. Rotch
EugeuiaFalcon	Bark do Ship	273	Bartlett Maybew, 2d	Thomas Knowles & Co
Gen. Pike	Bark		John P. Fisher	. William Gifford
Golconda	do	331	Joseph R. Green	George & M. Howland
77				
	GD-1-	400	0 Reuben Kelley	E. C. Jones
Gov. Troup	Ship	43	o weapen renea	2.0.00000000000000000000000000000000000

HISTORY OF THE AMERICAN WHALE FISHERY.

FISH AND FISHERIES.

Table showing returns of whaling-ressels

Captain.	Managing owner or agent.
Chester	Charles Mallory
- McGinley	do
V. Clark	Amos F. Barnes
- Green	Wade & Brown H. & S. French
— Reynolds — Scammons — Poole	Jos. W. Gawley
shingt'n T. Walker ward Nichols ncis J. Silvea nes A. Crowell nuel E. Cooke — Turner	Wood & Nye
tbaniel P. Gray nes A. Hamilton vester Hathrway achar H. Akin win A. Lace nn A. Castino seton J. Swift ancis Dongherty rry Winslow siah E. Chase muel H. Whiteside	I. Howland, Jr., & Co. William Philipps & Son Charles Hitch & Son. John P Knowles, 2d. Edward C. Jones. Thomas Wilcox. Edward W. Howland. Thomas Nye, Jr.
lomon F. Hamblin rtlett Mayhew, 2d ddington P. Fish hn P. Fisher seph R. Green	William Gifford

	D	ite-	Rosul	t of ve	yage.		
Whaling- ground.	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.		Remarks.
Desolation Isl'd 8. A, and Ind. 1 Indian Ocean. Desolation Isl'd Pacific Ocean. Atl. & Indian	June 11 May 25 d June 3	Sept. 17, 1860 May 9, 1860	1	0.5	3	Sei de Se	ded 1858; struck an iceberg and was lost 4. Desolution Island February, 1859; inte, Charles Francis, lost also, it home 475 whale; 3,600 home; con- lemned at Pernambuco Junuary 3, 1860, it home 9,301 home; none of the "stono- lect;" sunk off Charleston 1861, id to New York 1860, sught from Warren 1858; sent home 64 sperm, 1,103 whale, 1,653 home; sold at San Francisco for merchant-service, ondemned at Sydney Novomber 35, 1860; oil sold.
North Atlantic	Sept. 29	Mar. 6, 186 Nov. 21, 185	1 3: 8		91		eturned 1858.
Pacific Ocean	May 1	Apr. 27, 186	0	1,	200		o report; sailed 1859; Easton, captain; returned 1860, with 600 whale. fo report.
North Pacific	1		64	857	95	1 600 S	Third mate, Mr. Littlefield, died from an accident May, 1861; lost in the Ochotsk January, 1860. Sent home 500 sperm.
Pacific Ocean North Pacific Indian Ocean Pacific Ocean	Aug. 1	July 17, 18	63	80:		4	Sent home 174 sperm. Japtain Cook was killed by a whale Octo- ber 26, 1880 a ship 1-59; took on voyage 685 sperm, 3950 whale, 24,000 bone; con- demned at Honolulu October, 1862; titted as a whaler from that port under the Oldensburg llag.
do North Pacifi Pacific Ocea Indian Ocea Ind an Ocea Pacific Ocea	n Dec. n May n Aug. n Aug.	4 May 12, 1 3 July 14, 1 10		68:	350		Sent home 255 sperm. Sent home 2250 whish, 23,834 bone. Sent home 425 sperm. Condemned at Mauritins July, 1862. Sent home 125 sperm, 3,000 bone. Sent home 125 sperm; condemned and sold of Valuariaso July, 1863.
do do North Pacif	Dec.	9 Apr. 24, 1	264 863	900 57t			Sent home 20; sperm; sold to New York 1-64 for merchant-service. Sent home 456 sperm. Fourth mate died 1860; crew refused duty at Honolulu and were discharged by the consul; sent home 1,611 whale, 24,467
Pacific Ocea Atlantic North Paci	fic . July		1		2, 200	600 6, 000	aperm, 2,000 whate, 15,000 bone-value
Pacific Oce	an . Oct.						at \$100,000. Altered from a ship in 1859; sent home 460 sperm; captured and burned by the Florida July 8, 1864, with 140 sperm of her own, and about 1,100 barrels sperm and
Indian Occ	oan Jun	e 23 Oct. 5,	1862	635	540	2,000	The larger part of the crew mutinied and descrited at St. Catharine's; sent home (24) sperm.

Table showing returns of whaling-vessels

Name of vessel,	Class.	Tounage.	Captain.	Managing owner or agent.
1859.				
New Bedford, MassContinued.		1		
Harvest	Ship	360	Wilbour Manchester	Charles E. Hawes
Harvest	Bark	263	David R. Gifford	Lorenzo Pierce
Hecla	do	207	Eben Nickerson	T. Knowles & Co
Henry Taber	do	355	David G. Kirby	Honry Taber & Co
Herald, 2d	Ship	303	William S. Beebe	T. Nye, jr
Hope	Bark	186	Seth McFarlan	Zeno Kelley
Hudson	Ship	368	Moses R. Fish	Thomas Nye, jr
Hanter	do	453 313	Alden Besse Charles S. Pope	Jonathan Bourne, jr J. B. Wood & Co
Illinois Isane Howland Isabella James Allen	do do Bark	413 309 315 355	William R. Potter Themas Long Moses G. Tucker Wm. D. Van Wyke	Wood & Nye
Ja: & Maury	Ship	395 487	Lyman Wing Charles Grant	C. R. Tucker & Co William G. Blackler
John Dawson	Bark Ship		John W. Cornell James L. Chapman	J. & W. R. Wing Swift & Perry
Marengo	Bark	426 202	Frederick A. Weld Wm. B. Thompson	Jonathan Bourne, ir Thomas R. Rodman
Marion Matthew Luce	do	328 410		William P. Howland William Hathaway, jr
Mercury	Ship Bark	991	Edward F. Lakeman . John W. Gifford Charles A. M. Taber .	John R. Thornton
Mile	Ship	401 361	Thomas E. Fordham . Hervey E. Luce	E. C. Jones S. Thomas & Co
Nantilus Navy	Bark Ship	374 356		G. Allen & Sou J. B. Wood & Co
Newark	Bark	323	Nathan S. Smith	. C. Hitch & Son
Ocean	Ship do do	200	John E. Barker	Swift & Perry
Pacific, 2d	do	. 314	Joseph C. Smith	. William H. Reynard
Pamelia	do	300	Henry A. Slocum	do
Parachute	Ship	333	Timothy Howland	. Edmund Maxfield
President	Bark	. 293	William J. Macy	. Richmond & Richardson
President, 2d Rainbow	do Ship	189	Isaac Wordell James Nichols	E. Maxfield

TISH AND FISHERIES.

ble showing returns of whaling-ressels

Captain.	Managing owner or agent.
ur Manchester	Charles E. Hawes
	T Di-
R. Gifford	T. Knowles & Co
G. Kirby	Honry Taber & Co
m S. Beebe	T. Nye, jr
deFarlan	Zeno Kelley
R. Fish	Thomas Nye, jr
Besses S. Pope	Jonathan Bourne, Jr J. B. Wood & Co
ım R. Potter as Long G. Tucker D. Van Wyke	Wood & Nye I. Howland, jr., & Co T. Knowles & Co Gid. Allen & Son
n Wings Grant	C. R. Tucker & Co William G. Blackler
W. Cornells L. Chapman	J. & W. R. Wing Swift & Perry
rick A. Weld B. Thompson	Jonathan Bourne, jr Thomas R. Rodman
ier Pierce	William P. Howland William Hathaway, jr
ord F. Lakeman W. Gifford es A. M. Taber	I. Howland, jr., & Co John R. Thornton B. Franklin Howland
nas E. Fordham ey E. Luce	E. C. Jones S. Thomas & Co
les G. Swain ew S. Sarvent	G. Allen & Son J. B. Wood & Co
an S. Smith	C. Hitch & Son
Gifford	J. R. Thornton J. & W. R. Wing Cranston Wilcox Swift & Perry
ph C. Smith	William H. Reynard
y A. Slocum	do
thy Howland	Edmund Maxfield
iam J. Macy	Richmond & Richardson
. 117111	E Marfield

HISTORY OF THE AMERICAN WHALE FISHERY.

	Dat	e	Remilt	of voy	ufte.	
Mulling. Of arrival. Of arrival.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	Remarks.	
Pacific Ocean	May 5		Bbls.	Rbla.	Lbs.	Added 1859; sent home 1,377, whale, 3,600 bone; put under Hawatian flag 1864; captured and burned by the Shemaudonh; paid for by the English government. Sent home 3.0 sperm; condemned at Mau-
Indian Ocean	Aug. 23					ritius 1861.
Pacitic Ocean	Aug. 4	May 29, 1863	400			March 4, 1801; Bent home con special
,do		June 28, 1864	771			Charles Floyd, first mate, drowned 1863; boat stove while fast to a whale. Captam Beebe came home sick 1861; sent
do	May 10	Aug. 30, 1863	650			home 115 sperm. Lost at island of Coetiva 1862; saved 200
Indian Ocean Pacific Ocean	Aug. 1 July 6	Mar. 26, 1/63	1, 550			Sold to Honolulu 1863; name changed to
do	- 0	Aug. 30, 1863	1,860	633		Hae Hawaii. Sent home 177 sperm. Sent home 738 sperm; condemned at Tal-
	Nov. 5					cahuano 1863; named changed to Narcissa and went whaling from Talcahuano.
North Pacific .	Oct. 20 Dec. 31	Oct. 25, 1863 Apr. 15, 1864	1,000	69		Sent home 40 sperm, 12,443 hone.
Pacitic Ocean . Indian Ocean .	Aug. 2	Apr. 15, 1864 May 27, 1863 Feb. 5, 1865	666	2, 50	(-12, 600 4,	Altered from a ship 1859; Captain Van Wyke left at Cailao sick 1864.
Pacific Ocean .	Sept. 6 May 31	Sept. 15, 1865 May 19, 1865	79 1, 20		1 5, 550	Sent home 12,000 bone. Added 1859 from Fairhaven; sent home 499 sperm; sold to Boston 1863.
Atl. & Indian . North Pacific .		Nov. 3, 1861 July 27, 1863	61 29			Sent home 3% sperm. First mate, Mr. Stevens, and boat's crew
						1859, off New Holland; sent home 440
Indian Ocean . Pacific Ocean .	Aug 12 Sept, 29	Apr. 22, 186	3		00 8, 780	sent home 30 sperm Condemned at Talcahuano 1863; osed as a coaler till 1866, then fitted again for a whaler; sent home 840 sperm.
Atl. & Indian Pacific Ocean		May 14, 186 May 22, 186	3 1,30 3 1,20		34	Sent home 322 sperm.
Indian Ocean	June 28	Oct. 21, 186	2 1,00	33	6	
Atl & Indian	. June 7					Sent home 230 sperm; sold to Dartmouth
North Pacific	Nov. 15	May 21, 186		7: 1, 8 35 1, 0	00 6, 00 12 2, 10	0 Sent home & sperm, 1.546 whale, 28,000 bone
Pacific Ocean	Sept. 22 Nov. 1		1	03	48	Altered from a ship 1859.
North Pacific		Apr. 18, 18	34 2	65 1, 9	3+ 21, 93	bone.
Indian Ocean	Oct. 19					 Lost on Sandal Wood Island (Malay Arch pelago) Ap it 7, 1863; crew in boats days and 10 nights, with but little brea and water; sent lone 76 sperm.
Pacific Ocean	Nov. 2	Oct. 28, 18		20		Sold to Edgartown 1904.
Indian Ocean Pacific Ocean Indian Ocean	Jan.	2 June 20, 1	62 8	06	420 3, 0	Sent home 106 sperm, 1,040 whale, 17,93
do						bone. Sept home 123 sperm; sold to Sag Harb
do			62	975]	£7	
Ind. and Pac						Lost near Papeete June 10, 1894; saved 8
				975		Alternal from a ship 1859; sent nome d
Pacific Ocea:	n Oct. 1	0 June 18, 18	964	915		sperm.

Table showing returns of whaling-reads

Name of vessel.	Class. 1	Tourse.	Captain.	Managing owner or agent.
	-	1		A 400 X 1 1 1000 X
1859-				
New Bedford, MassContinued.			*****	William C. P. D.
Rodman			Transition, in the configuration	William G. E. Pope
Rannan		362	William H. Almy	E. C. Jones Lourn Snow
San Francisco	of	268		William Phillips & Soc
Seine	do	373 310	Charles H. Robbins	Rodney French Charles S. Randall William G. E. Pope
Trident	Bark	449 2-2 327	Elisha H. Fisher Fr derick P. Cole, William H. Vinal	
Zephyr	Ship	361	Joseph S. Taylor	Thomas Nye, jr
Fairhaven, Mass.		1		
Fairhaven, Mass. Emerald	Schooner Ship	101 262	Thomas F. Lambert Joseph Hamblin, jr	Damon & Judd Dexter Jenuey
Hudson	do	368		Jenney & Tripp
Joseph Maxwell Winthrop	do Bark	303		F. R. Whitwell
Mattapoisett, Mass.				p r n
Am(rica	Bark	159		J. Holmes, J., & Dro
Ocean Rover	Ship	. 314	James M. Ciark	do
R. L. Barstow	. Bark	. 203	Michell	
Sarah	Ship Birk	370 191	Asa Hoxio	R. L. Barstow
Sippican, Mass.				Starter C. T
Altamaha	Schoone	r' 80 100	5' Otis S. Snow 0; Benjamin B. Handy 0: William C. Hathaway.	Benjamin B. Handy
Retrieve Roswell King				Peleg Blankenship
Sandroich, Mass.				100 11 2
Ocean	Bark	. 163	Peleg Cornell	W. F. Lapham
Falmouth, Mass.				021 0 2 - 1
Com. Morris	Ship	. 353	Silas Jones	Oliver C. Swift
Holmes's Hole, Mass.				ml.
America	Bark			
Beverly, Mass. Eschol	Brig Bark			
Dartmouth, Mass.				-
Benj. Cummings			91 David Briggs	
Brunswick	Ship	25	95 Varenus Baker	do

FISH AND FISHERIES.

Table showing returns of whaling-result

Captain.	Managing owners: agent.
lliam Whitton, jr .	
n C. Hamblin Biam H. Almy	Loum Snow
niel F. Worth	, William Phillips & Soc.
nn S. Smith	Rodney French Churles S. Randall William G. E. Pope
sha H. Fisher derick P. Cole lliam H. Vinal	W. & G. D. Watkins David B. Kempton
seph S. Taylor	Thomas Nye, jr
omas F. Lambert soph Hamblin, jv.	Damon & Judd Dexter Jenuey
nes R. Fish	Jenney & Tripp
ndrew B. Jenney nhiam P. Weeks	F. R. Whitwell
hn A. Luce narles F. Keith	R. L. Baratow J. Holmes, j., & Bro
mes M. Clark	do
Michell	R. L. Barstow
enry P. Butler sa Hoxie ames King	R. L. Barstowdo
olin C. Clark tis S. Snow enjamin B. Handy Villiam C. Hathawa ardou Tripp	Stephen C. Luce
eleg Cornell	*** ** *
ilas Jones	Oliver C. Swift
Luce West	Thomas Bradleydo
Hoxie Robertson	F. W. Choatedo
David Briggs	Tucker & Cummings
Varenus Baker	do

HISTORY OF THE AMERICAN WHALE FISHERY.

	110	ite-	Result of	Evoya	iger.	
Mirand diline 20 10		Sperm-oil.	W hate-sale	Whalebone.	Remarks.	
earfie Ocean cedan Ocean leeda Ocean Centle Parite Ocean Litable Balan Ocean Pacific Ocean	Aug. 27 Nov. 8 Aug. 1 May 13 Sept. 3 July 20 Dec. 21	May 4, 1862 June 11, 1863 June 21, 1863 June 7, 1864	1, 500 79 290 35 650	750		Sent home 1,559 sperm, 250 whale; sold at Mauritius 1933. Sont bome 74 sperm. Captein Almy and 7 men (part of two hours' crown) killed by a whale 1959. Foundered at sen off Montauk Point February 24, 1962; sent home 2,000 hone. Sent home 335 sperm, 421 whale, 4,490 hone. Sent home 350 sperm, sold to New York 1933, for African trade. Sent home 350 sperm.
Ind. and Pacific Indian Ocean	Aug. 23 Apr. 26 Nov. 21	June 18, 1864 May 4, 1863	1,550	750	1, 200	Sent nome 435 Sperm, Altered from aship; sent home 326 sperm, 5,040 bone. Condemned at Mauritius 1863; shipped oil (906 sperm) to London.
Atlantic	July 6	Aug. 19, 1860 May 13, 186 Sept. 29, 1860	3 660			Added 1859; sont home 200 sperm. Sailed January 31; returned F bruary 29; leaking 300 atrokes per hour; sent home 95; sperm; condormed at Paila 1866. Sent home 180 sperm; transferred to New Bostrad 1862. Sent home 42 sperm. Sent h me 30 sperm; sold to Boston for merchant service 1863.
Indian Ocean Atlantic & Inc Atlantic Atlantic Indian Ocean Atlantic do	Nov. 17 1 May 20 May 20 Dec. 25 Sept. 3	June 27, 180 Aug. 28, 186 June 19, 186 June 29, 186	31 297 34 201 53 160	(0	Altered from a brig 1-sa; south one ford 19si; sont home 20 sperm. Built at Mattapoisett 1953; cap wired and burned by the Alabuma, with 300 barrel of oil, 19s2; sont home 340 sperm, 25 white, 2,680 home. Sold to New Bedford 1961; sold thence t Nantucket 19s2. Transferred to New Bedford 1953; sont home 40 Sold to New Bedford 1953; sont home 40
Atlantie do d	June May May	9 Aug. 29, 186 9 Sept. 16, 18 9 Sept. 11, 18	60 25 5 59 16 3		3 7 6 1	Sent nome 40 sperm.
Atlantic				7	3	. Sent home 214 sperm.
Pacific Ocean		- 40.41	964 98	1 2	32 1, 7	Sent home 50 sperm; sold to New Bedfo
Indian Ocea Atlantio		13 May 9, 18 25 June 8, 18	862 70 861 50			
Atlantic	July Aug.	14 Sept. 12, 1 24 Aug. 30, 1	860 11 860 26	0 30 1	20	Bought from Provincetown 1858. Withdrawn; sold to Salem.
Pacific Ocea	, .	12 Aug. 3, 1 27 Aug. 19, 1	1		101	Sent home 387 sperm, 518 whale, 4,000 bet sold to New Bedford 1866. Sold to New Bedford 1862.

Table showing returns of whaling-result

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or absent.	
1859.					
Westport, Mass.	Bark	43001	Coggenhall	Andrew Hicks	
January 11 of the Control of the Con	do		leorge G. Cotlin	Henry Wilcox	
	op	2379	rentge (r. Coma	rioniy wheels	
Edgartown, Mass.	Bark	180; 6	icorge P. Fisher	Abraham Osbora	
Vineyard	Ship	381	Caswell	Benjamin Worth	
Walter Scott	do	369.	liaxter	do	
Washington	Schooner	140	Ripley	William H. Munro	
Nantucket, Mass.	8hip	350	George H. Swain	L& P. Macy	
Mohawk	Busk	1155.	El hu F. Turner Calvin Swain	I. & P. Macy Zenas L. Adams G. &. W. Starbuck	
Three Brothers	Ship Schooner	140,	Charles W. Hussey	J. B. Macy	
Provincetown, Mana.					
AcornAlleghany	Berk Schooner	215	Nickerson Cook	Nickerson & Tuck Daniel C. Cook	
Alexander	do	75	Nickerson	Johnson & Cook	
Emporium	do	80	Cook		
Estella		200	Tuok	Nickerson & Tuck John Adams	
John Adams	Schooner	99	Chapman	T. & S. Hilliard	
M. T. Wadahta	do	95	Soarks	D Coppell	
Oread	do	90 80	Freeman	E. S. Smith & Co R. & E. Cook	
	1	85		David Conwell	
Rienzi	do do	10° 130 95	Milliken Soper Leonard Small	Samuel Soper	
V. Doane	do	19 13a	Cook Small	H. and S. Cook & Co Samuel Soper	
Orleans, Mass.		405	C als	Heman Smith	
Lewis Bruce	. Bark	201	Cook	do	
William Martin	. Schoone	134	araitiu		
New London, Conn.	. Brig	. 91	Quayle	. Williams & Haven	
25 marce				D. I. I. D. W.	
Charles Carcoll	Ship	. 412	Smith	Frink & Prentis	
Clematis	do	. 314	Watrons	. Williams & Barns	
Dove	. Bark	. 151		. Richard H. Chappell. Williams & Barus	
Electra	Schoone	r 83	Alex. Tillinghast	E. V. Stoddard	
Franklin	Ship	. 304	William Dunbar	. Thomas Fitch	
Pearl	Bark	195	Bartlett	Williams & Haven.	
Sug Harbor, N. Y.			35-0-12	John Budd	
ColumbiaConcordia	Bark	. 26	Hamilton	. Wade : Prown	
Excel	do	375	Loper		

HISTORY OF THE AMERICAN WHALE FISHERY.

wiling from American parts-Continued.

 South Atlantic
 Aug. 1
 Apr. 16, 1862

 Atlantic
 May 23
 May 8, 1862

 Coast of Pat
 July 1
 May 26, 1861

 Atlantic
 Oct. 31
 June 20, 1861

F FISH AND FISHERIES.

Table showing returns of whaling-risely

Captain.	Managing owner or aggent.
— Coggeshall orgo G. Coffin	Andrew Hicks
orge P. Fisher — Caswell Baxter	Abraham Osborn Benjamin Worthdo
eorge H. Swain hu F. Turner lvin Swain harles W. Hussey	
Nickerson. Cook Nickerson Small Cook Tuok Chapman Sourks Fat well Freeman Milliken Soper Soper Soper Cook Small	Nickerson & Tuck John Adams T. & S. Hilliard D. Connel E. S. Smith & Co I. & E. Cook David Conwell J. E. & G. Bowley Samuel Soper S. Small
Cook	do
Quayle	Williams & Haven Frink & Prentis
Watrous Smith Brown Alex, Trillinghast Church William Dunbar Bartlett	Richard H. Chappell. Williams & Barns E. V. Stoddatd. R. R. Chaopell Thomas Fitch
McCorkle Hamilton Loper Jennings	Wade Prown

	1).	ate-	Result :	af voya	ge.	
Whating grannel gg	Of arrival.	Sports-oil.	Whale-oil.	Whalehour.	Remarks.	
Indian Ocean . Mantio	1	June 20, 1863 May 9, 1863				Sold and withdrawn for merchant-service 1865. Sent home 35 sperm.
Villatie Verth Paeifle do	Dec. H	May 27, 1862 Aug. 4, 1861	150	y, 304 l	0,600	Sent home 100 sperm, 67 whale; lost in Fayal Harbor September 7, 1860. Sent home 16,565 home. Sent home 53sperm, 1,500 home; condemned at Horelulu Jame, 1861. Sold to New York 1203; sent home 176 sperm.
Pacific Ocean	Sept. 25	June 29, 1963 May 7, 1863 Apr. 2, 1865 Sept. 25, 1860	1,000 1,360 055 65	12 250 430		Sold to New York. Sold to New London. Sold to New Beaford.
Atlantic	May 17 May 17 Mar. 28 May 21 May — May 16 May — May 24 Nov. 28	Sept. 12, 1859 Sept. 19, 1859 Dec. 1, 1860 Jan. —, 1861 Sept. 20, 1859 Aug. 26, 1862 July 15, 1850	196 540 125 65 196	118 134 65 60 20		Sent home 160 sperm.
Atlantic	Aug. 19 May 10	Sept. 9, 1860 Aug. 9, 1860 Sept. 20, 1859	165	14 47 139		Lost on island of Nevis April 7, 1800; saved 125 sperm.
North Atlantic Atlantic North Atlantic do	Mar. 10 3. Aug. 19	July 16, 1850	306	108		Captain Small, second mate, and two men died January, 1862; sold to Beverly 1862; sout home 261 sperm. Added 1859,
Atlanti c do	May 3	Aug. 28, 1860 Sept. 29, 1850	340	340		Sent home 50 sperm. Sent home 210 sperm.
Cumberland S Davis's Strait Indian Ocean	May 1	4				Lost in Cumberland Straita September 97, 18-60; the Amaret formed a part of the Kano Expedition. Wreeked in Mozambique Channel; con- demned at Mata 1862; sent home 1,000 barrels of oil. Lost at Solomon Islands September, 1861; second mate, Benjamin Small, died 1861.
Desolat'n Isl North Pacific Desolat'n Isl do Indian Ocean Ind. and Pac	d. Aug. 1 d. Aug. 1 d Sept.	July 15, 186 Mar. 26, 186	32 8 32 4	74 50	00 13, 85 00	One of the "tione fleet," No. 2. Sent home 1,300 whale, 21,716 bone. No report.

| 131 | | Sent home 930 bone; sold to New York 1862. | 940 | 3,500 | Was chased two hours off Bermudas by rebel privateer on passage home.

Table showing returns of whaling-vessels

Name of vessel.	Class.	Totalage.	Captain.	Managing owner of agent.
1859.				
Sag Harber, N. Y.—Continued. Myra Noble S. N. Learned	Brig Fark Ship	150 27: 116	Havens Fowler Eldridge	W. & G. H. Cooper 40 H. & S. French
Susan Washington	Schooner Bark	134 236	Babcook	Wade & Brown
Stonington, Conn. Tekoa	Schooner	143	Stivers	J. E. Smith & Co
New Bedford, Mass.	1			,
New Bedford, Mass. Active	Bark Ship	333 329	Davis Blake	Loum Snow
Addison	Bark	426	John C. Peirce	Isaac B. Richmond
Anaconda		340	John II. Paun William II. Sherman. John Marble	S. Thomas & Co William Hathaway, jr. J. & W. R. Wing
Brutus	Ship Bark	373	E. S. Davoll L. B. Brownson	David B. Kempton
Black Eagle	do	311	Charles E. Allen	S. Thomas & Co
CherokeeCleero.	do Ship	. 252	John R. Stivers	, L. Snow
Contest	Bark	441 327		
Daniel Webster	Ship	. 336	Allen	S. Thomas & Co
Daniel Wood	do	295 291 325 274	5 Franklin Bates, jr Charles W. Parker Charles Stetson Orrick Smalley William Devoll	Thomas Nye, Jr Charles E. Hawes. William C. N. Swift. Thomas Knowles & Cornell & Penninan.
Emnia C. Jones	do	403	John A. Macomber	Henry Laber as
EndeavourFanny	Bark	259 39	George W. Bliven	
Gay Hoad. Java Java, 2d Jurel Perry John Coggeshall	Ship Bark do	389 299 299 43	Edward B. Phinney. T. C. Spaulding. Wanton H. Sherman	William G. Blackler Swift & Perry B. B. Howard
Kathleen Kingtisher Latitia Lageda Laueer	do	27	51 Elisha Russell 75 Joseph Stowell	George R. Taber J. Bourne, jr

FISH AND FISHERIES.

able showing returns of whaling-ressels

Captain.	Managing owner of agent.
Havens	II. & S. Flench
- Stivers	J, E. Smith & Co
is Blakeert D. Barber	T . D Distanced
n II. Paun. — Wrisleylliam II. Sherman. n Marble	J. & W. 14 Will
3. Davoll	
nes H. McKenzie. nn R. Stivers jah B. Morgan	W. Hathaway, jr L. Snow
Allen	S. Thomas & Co
siah Richmond nuklin Bates, jr arles W. Parker arles Stetson rick Smalley illiam Devoll illiam Cleaveland	James B. Wood & Co Thomas Nye, it Charles E. Hawes. William C. N. Swift. Thomas Knowles & C. Cornell & Penninan. Tuoker & Cummings
orham B. Howes hn A. Macomber	
ven Fisher eorge W.Bliven	Abraham Ashley, 2d Swift & Allen
ewis H. Lawrence tward B. Phinney C. Spaulding ranton H. Sherman aron Dean	B. D. Howard
harles C. Movers	J. & W. R. Wing Jona. Bourne, jr George R. Taber J. Bourne, jr Joshua Richmond

HISTORY OF THE AMERICAN WHALE FISHERY.

	D	nte-	Result	of voy	rage.	
	Of arrival.	Seerm-oil.	Whale-oil.	Whalebone.	Remarks.	
South Atlantic do	June 20 Sept. 1 Apr. 20	Oct. 16, 1860 Aug. 19, 1861	Bbls. 220 46	Bbls.	500	Added 1859. Sent home 60 sperm; condemned at St. Catharine's 1862.
Atlantic	May 23 May 2	May 6, 1862	528	60:	4,000	Sold to New York 1862.
Atlantic	July 7	July 25, 1860	31	40		
Pacific Ocean North Pacific	Nov. 21 Sept. 19	May 22, 1865 May 7, 1865	2 2F	8° 1,084	750 6, 0 00	Sent home 865 sperm. Sent home 15 sperm, 2,250 whale, 18,500 bone.
Ind. and Pacific	Aug. 28	Apr. 22, 1867		597	4,000	Altered from a ship 1860; sent home 238 sperm, 460 whale, 13,650 bone; with- drawn 1867 for freighting; lost.
Pacific Ocean Davis's Strait Pacific Ocean Indian Ocean	Mar. 15 May 1	Sept. 8, 1864 Oct. 12, 1863 May 4, 1864 Apr. 4, 1862	1, 006 211 148	1, 500 10 100	24, 000 550	Withdrawn 1864. Sent home 50 sperm. Sent home 335 sperm. Bought from Falmouth 1860; Captain Mar- hle died October 22, 1861.
Pacitic Ocean.	Ang May 22	Арг. 28, 1864	65	1, 407		Brutus bought from Wairen 1860. Barnstable sent home 14 700 bone; altered from a ship 1860; sold to New York 1864
Davis's Strait.	May 20	Nov. 3, 1861		1, 192	17, 800	for merchant service. Bull 1851; bought from Sag Harbor 1859; Walter Smith, third mate, died at sea 1860.
Indian Ocean . Pacific Ocean.	Oct. 10	Nov. 22, 1864 May 25, 1865	900		3, 500 3, 800	Sent home 116 sperm, 1,333 whale, 8,800
Atlantic Pacific Ocean .		Apr. 25, 1861 June 9, 1864	159	354		Sent home 161 sperm, 2 256 bone. First mate, Mr. Thomas, died December 18, 1860; Captain Hammett came home sick 1862; sent home 228 sperm.
Davis's Strait.	. Mar. 21	Jan. 5, 1863			6, 500	Pat into Aberdeen, Scotland, on account of the rebellion; sent home 2,500 bone; George Bessel, second mate, and two men died of senvy 1862.
Pacific Oceandodo Indian Ocean . Pacific Ocean .	. July 17 . May 8 Nov. 18	Mar. 15, 1865 July 10, 1866 May 24, 1866	450 705		450	Sent home 420 sperm, 5,000 bone. Sent home 113 sperm; Sent home 186 sperm; sold to Boston 1864. Sent home 737 sperm.
do	. Oct.	Pec. 30, 186-	950			Bought from Dartmouth 1860; sent home 213 sperm; sold to New York 1864 for
do	Nov. 1		3 14	1	5, 600	merchant service. Sent home 1,226 sperm. Lest on Chatham Island April 15, 1862; saved 500 sperm; sent home 111 sperm.
North Pacific	Oct. 3	Aug. 28, 186 Apr. 14, 186	4 460	2,34	28, 55	Sent home 455 sperm, 1,680 whale, 28,400 bone.
Pacific Ocean Indian Ocean	Sept.	Apr. 12, 186 May 28, 186	4 1, 29	28	1 15, 30 4 1, 70	Sent home 631 sperm, 700 bone.
. do	June 2 Sept. 1	7 Apr. 13, 180 3 June 18, 186	4 47	1 95	5 2, 85	 Sent home 274 sperm, 219 whale, 9,000 bone. Bought 1860 from Fairhaven; sent home 131 sperm, 1,100 whale, 13,300 bone; sold to New York 1804.
Indian Ocean Atlantic Pacific Ocean dodo	June Oct. 1	1 Mar. 30, 186 May 4, 186	1 21 14 60 14 9	4 2 16	54	Sent home 214 sperm. Sent home 400 sperm.

Table showing returns of whaling-ressels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1860.				
New Bedford, Mass.—Continued. Lapwing	Ship	432	George H. Soule	E. C. Jones
Massachusotts Mars Mary Frazier	Bark do Ship	270 286	Daniel B. Greene Abner P. Barker Job Hathaway	Swift & A'len
Mary & Susan	do	409 215	Philip Howland Sylvanus Cleaveland	T, Knowles & Co Charles Almy
Mary Wilder	Bark		Warren Woodward	William O. Brownell
Merlin	Ship Bark	. 388	John S. Deblois Charles Halsey Edward Penniman	Thomas Knowles & Co.
	Ship	408	E. P. Herondeen Joseph B. Barker	I Hower of Cultural
Nassau Nye Peri Polar Star	do	205	John W. Norton	Rodney French
Reindeer		450	George W. Raynor	
Roscoe Sappho Scotland Solon Sophia Thornton Stafford Stella	BarkdoShipBark	396 38- 126 42 20 33 31	Edward B. Colini Humphrey W. Seabur Joseph E. Smith William P. Briggs Obed Pietce Frederick Hussey James M. Witherell	ry do J. R. Thornton T. Nye, jr William Hathaway, jr L. Snow J. Bourne, jr
Stephania				Gifford & Cummings
Tahmaroo	1	3		
Thomas Dickason		4	James Stewart	1
T. Winslow	Bark		Joseph H. Fisher	
Triton Tropie Bird Wave Young Phenix	do	1	Roland T. Packard Jos. L. Dimmick Leonard Courtney Benjamin F. Wing	T. Knowles & Co William Phillips & Son
Fairhaven, Mass.			Henry G. Chapel.	Gibbs & Jenney
Ansel Glbbs			Joseph P. Nye	Damon & Juda
Emerald	Scho			L. C. Tripp
Homer			John A. Benson	
Lydia		9	351 Elisha Babcock	
T) Him			513 Edward A. Chapel	Edmund Allen

Captain.	Managing owner or agent.
e H. Soule	E. C. Jones
ol B. Greene r P. Barker Iathaway	Swift & A'len Gifford & Cummings B. F. Howland
p Howland inus Cleaveland	T. Knowles & Co Charles Almy.
ren Woodward	William O. Brownell
S. Deblois les Halsey ard Pennman	
Herondeen ph B. Barker	Swift & Perry Tucker & Cummings
w. Norton	- 1 12 h
rge W. Raynor	E. W. Howland
orge H. Macomber wa'd B. Coffin mphrey W. Seabur eph E. Smith	L. Snow
lliam P. Briggs ed Pietce derick Hussey nes M. Witherell unel H. Cromwell	T. Nye, jr William Hathaway, jr L. Snow
omas Smith	. Gifford & Cummings.
bez S. Hathaway .	Jabez Hathaway
mes Stewart	G. & M. Howland
seph H. Fisher	John Hicks
oland T. Packard. 194. L. Dimmick 2011 Burning	I. Howland, jr., & Co. William P. Howland T. Knowles & Co. William Phillips & S
enry G. Chapel	
ames T. Eldridge	L. C. Tripp
ohn A. Benson	
Elisha Babcock	Jenney & Tripp
Edward A. Chapel	Edmund Allen
	- e Todd

	D	ate-	Result	t of vo	yage.		
Whaling ground.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.		Remarks.	
Indian Ocean	June 14		Bbls.	Bbls.	Lbs.		old at Manritius 1863; renamed W.A. Farnaworth; returned to whaling under the Hawaiian flag, 1876; sent home 847 sperm.
North Pacific Pacific Ocean Indian Ocean	Sept. 4 Oct. 2 Aug. 1	May 12, 1865 July 2, 1865 Apr. 23, 1865	i	47:		S	ent home 152 sperm, 904 whale, 28,950 bone, ent home 90 sperm. ent home 75 sperm 1.600 bone; shipped 1,000 sperm to London.
Pacific Oceando	Aug. 7 Aug. 8	May 28, 1864 May 10, 1864	1, 380 250			. 8	Sent home 489 sperm. Sent home 25 sperm; sold to New York 1864.
Indian Ocean	Nov. 1	Aug. 5, 1863	460			. 8	Sent home 195 sperm; altered from a ship 1860: Captain Woodward died 1861.
Pacific Ocean North Pacific Pacific Ocean	June 12 Sept. 6 May 15	Aug. 2, 1863 Apr. 6, 1865 Apr. 27, 1864	900	2, 20	9	. 2	Sent home 561 sperm. Sent home 2,413 whale, 63,200 bone. Altered from a ship 1860; sent home 116 sperm.
Indian Ocean . Atlantic	Oct. 2	Apr. 21, 1863	10	50	0 8,0	-]	Bought from Dartmouth 1860; captured and burned by the Alabama 1863.
Indian Ocean . North Pacific .	May 2 Sept. 6					-	May 28, 1861; first mate, James Wilson,
do	Oct. 2		1	. 1, 84	15 31, 5	- 1	Was attacked by natives in the Artic 1862; sent home 193 sperm, 3,648 whale,
Indian Ocean - Pacific Ocean - do	May 22	July 18, 186	1, 08 3 1, 48 0 23 2 8	9	95 12 31		Sont home 251 sperm, 800 bone. Sent home 21 sperm. Bought from Wostport 1860; sent home 125 sperm.
Pacific Oceandodo Indian Ocean Pacific Ocean	Apr. 26 Oct. 16 May 31 Aug. 16	Sept. 10, 186 Sept. 10, 186 July 6, 186 Apr. 17, 166	4 1, 2, 4 4 9; 4 7; 4 7;	101	18 15 34	150	Sent home 68 sperm. 800 bone. Sent home 460 sperm. Sent home 235 sperm. Sent home 235 sperm. 9.300 bone. John D. Thompson, first mate, and one man drowned while fast to a whale, 1860; Captain Cromwell came home sick 1861;
New Zealand	Nov. 1	3					Bought from Matiapoisett 1860; sent home 570 sperm; condemned at Bay of Islands
Atlantic	July	3					Bought from Fairnaven 1800; sent nome
North Pacific	Oct. 1	6 July 12, 186	65	54	858	•	Latham C. Ryder, first mate, died at Hono- lulu January 11, 1862; sent home 2,230 whale, 21,000 bone.
Atlantic	Apr. 9			48		•••	Transferred from Westport 1859; sent home 137 sperm.
Pacific Ocean Atlantic	July S	6 Oct. 3, 18	61 1	257 124 257 200	9		Sent home 821 sperm. Sent home 275 sperm. Sent home 140 sperm, 8,000 bone.
Davis's Strai			61	278	500 9	000	Sold to New London 1802 to replace the
Pacific Ocean	Sept.		961 965	96	6 45	• • • •	Sent home 75 sperm; sold to Sippican 1862 Sent home 142 sperm; returned with all her original officers, an unusual circumstance Bought from Nantucket 1859; lost at Teceireo September 7, 1860; sent home
********				• • • • • • • • • • • • • • • • • • • •		••••	
Pacific Ocea				754	709	600	London 1864.
Davis's Stra	1		- 1	65	104 91	, 000	1861. Bought from Holmes' Hole, 1860; sent hom 1:0 sperm.
37	l	1		'	'		

Table showing returns of whaling-ressels

Name of vessel.	Class.	Tounage.	Captain.	Managing owner or agent.
1860.				
Fairhaven, Mass.—Continued. Syren Queen	Ship		C. B. Chapel	Gibbs & Jenney
William and Henry	do	261	William C. Parsons	1, 1, Long money
Ma':apoisett, Mass.	Brig	127	Charles W. Kempton	L. Meigs
Brewster	Ship Brig Bark	220 89 124	John A. Beebe Henry Lewis David Dexter	J. Hoimes, jr., & Brother R. L. Barstowdo
Dartmouth, Mass. Charles and Edward	Ship	150	William D. Gifford	William Potter, 2d
Matilda Sears	Bark	30 0	Edward J. Howland	do
Beverly, Mass. Eschol	Brig Bark	143 242		F. W. Choatedo
Sippican or Marion, Mass. Admiral Blake	Schoone Brig Schoone do	r 143	Benj. B. Handy	Peleg Blankenship Obed. Delano Benj. B. Handy do
Salem, Mass. Messenger	Ship	. 21	Holmes	Benjamin Webb
Westport, Mass. George and Mary Gov. Carver Leonidas Mattapoisett Mormsid	Brig	18 12 15	John W. Sherman James L. Skiff Benjamin Gifford George W. Jenks	Henry Smith Andrew Hicks
Platina	do	26	David E. Allen	do
Fall River, Mass. B. Franklin	. Bark	16	34 Brown	John B. Reed
Warren, R. I.	Bark	33	Jenks	Charles T. Child
Edgartown, Mass. Champion	Ship Bark	4	00 — Worth Fisher	Benjamin Worth Joseph Holley
Nantucket, Mass.	Berk.	2	Alfred M. Coffin	George Starbuck
Alabama			45 William H. Caswell	
Alpha			29 Joseph Abbott	
Columbia	do .	3	Edward B. Hussey, 38 Richard C. Gibbs 40 Charles W. Hussey.	r . G. & M. Starbuck & C

ISH AND FISHERIES.

ble showing returns of whaling-ressels

Captain.	Managing owner or agent.
napel m C. Parsons	Glubs & Jenney
8 W. Kempton	L. Meiga
A. Beebe Lewis Dexter	J. Hoimes, jr., & Brother R. L. Barstowdo
m D. Gifford	William Potter, 2d
rd J. Howland	do
Robertson Hamlin	F, W. Choatedo
am C. Hathaway n A. Perry B, Handy a F, Eldridge	Peleg Blankenship Obed. Delano Benj. B. Handydo
- Holmes	. Benjamin Webb
W. Pierce W. Sherman 's L. Skiff amin Gifford ge W. Jenks	Rescom Macomber
d E. Allen	
- Brown	John B. Reed
_ Jenks	Charles T. Child
- Worth - Fisher	Benjamin Worth Joseph Holley
ed M. Coffin	
liam H. Caswell.	
eph Abbott	
vard B. Hussey, j	r . G. & M. Starbuck & C

HISTORY OF THE AMERICAN WHALE FISHERY.

	D	ate-	Result	of vo	rage.	
Whaling- ground.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	Remarka.	
					1	
Davis's Strait Pacific Ocean	June 13	Oct. 11, 1861 Mar. 10, 1864	Bbls.	Bbbs. 663	Lbs 15, 700	Lost five men by scarvy; sold to Sydney, N.S.W., for merchant service 1861. Sent home 561 sperm.
, ucini						
At!autie	Apr. 3	Sept. 9, 1861	15:	33		Sailed once and returned, leaking 500 strokes an hour; sent home 120 aperm: withdrawn 1861; finally wrecked and abandoned 1863.
Indian Ocean Atlantic	Oct. 13 May 28 May 15	June 30, 1863 No report Sept. 11, 1861	970 191			Sold to New Bedford 1863.
Pacific Ocean	Sept. 18					Sent home 1,175 sperm, 70 whale; sold a Taleshuane 1865 to sail under the Chilian diag.
do	Nov. 1	Nov. 11, 1864	500	527		Scut home 4,200 bone.
Atlantic Atl. and Pacific	Oct. 6 Apr. 18	May 5, 1862 Sept. 21, 1861	23- 4	40) 	Sent home 79 sperm; sold to Liverpos Nova Scotia, 1861.
Atlantic	Apr. 30	Sept. 20, 1860 Nov. 25, 1861 Aug. 29, 1860 Sept. 6, 1860	140 103	10		Sold for merchant service 1862.
Atlantic	Apr. 18	July 17, 186	330	1	6	Sold to Boston 1861; Salem's last whale one of "stone fleet," No. 2; sunk 1861.
Atlantic	Nov. 19	Aug. 16, 186:	321		2	Sold to Boston 1863 for merchant service.
Indian Ocean . Atlantic	Nov. 21 Nov. 19	May 23, 186. May 2, 186	670	7	0	Sent home 188 sperm; sold to N. Bedford 180
Pacific Ocean .	Oct. 4	Sept. 21, 186	32:		3	Sent home 48 sperm; shipped 200 sperm: London.
Indian Ocean .	. Aug. 16	Dec. 8, 186	3 800	0 2		•
Atlantic	. Nov. 2	Oct. 30, 186	2 1	5		. Sent home 300 sperm; sold to New Bedfor 1862; Fall River's last whater.
Pacific Ocean .	Nov.	7		-		Sent home 904 sperm, 144 whale, 2,700 bon captured and burned by the Shenando in Behring Strait June, 1865; Warred last whaler.
North Pacific . Indian Ocean .		6 Apr. 18, 186 7 Aug. 25, 186	15 1, 20	1, 5 0 1	25 15, 6	Sent home 113 aperm 8,900 bone. Sold to Boston 1863 for merchant service
Pacific Ocean		6				Sent home 4,000 gallons sperm-oil; lost Chatham Islands. Took 1,000 barrels sperm; sold at S
do	1					Francisco. Cantain Abbott died at sea September
do	Sept. 3	0				Lost in Algos Bay, New Holand, 1861.
Atlantic	Aug.	0 May 3, 18 0 Oct. 13, 18	65 1, 96	90	00	

Table showing returns of whaling vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1860.				
Provincetown, Mass.				Daniel C. Cook
Alexander Antarette Chanticleer Jivilian	Schooner do do Bark Schooner	95 75 130 87 80 94		Daniel C, Cook. Johnson & Cook J, E, & G, Bowley Samuel Cook. D, C, Cook J, E, & G, Bowley
Estella	Bark	200 -	Tribble	do
Mermaid	Ship	156 I	lobert Soper, jr	S. R. Soper
N. J. Knights. S. R. Soper Spartan V. Doane V. H. Hill Walter Irvin Weather Gage	Schooner do Schooner do do do do	95 130 18t 99 155 13. 105	Sparks Holmes Cok Young Freeman Atkins Small	D. Connell Samuel Soper Stephen Nickerson H. & S. Cook & Co J. E. & G. Bowley Samuel Soper H. & S. Cook & Co
Orleans, Mass.				Heman Smith
Lewis Bruce	Brig Bark	135 261	Cornell	do
New London, Mass. Alert Charles Colgate E. R. Sawyer Georgiana Hannibal. Monticello	Bark Schoonerdo Bark Ship Bark	126 303 190 441 356	Parsons Nash	E. V. Stoddard Lawrence & Co E. V. Stoddard Williams & Haven do Henj. F. Brown Richard H. Chapell Williams & Haven
Pioneer	Schooner	235 140	Lester Billings	R. H. Chapell
Stonington, Conn.	Schooner	143	— Williams	J. E. Smith & Co
Mystic, Conn.	Ship	268	Fish	Charles Malloy
Cornelia	Schoone	197	Chester	do
Sag Harbor, N. Y.	Brig	209	Green	H. & S. French
Parana	Schoone	7	King	do
1861.				
New Bedford, Mass.				
A. R. Tucker	Bark Ship Bark Ship	351 340 349	Asa Grinnell Henry W. Davis George Taber William Childs	Jonathan Bourne, jr S. Thomas & Co C. R. Tucker & Co
Chili	do	291	Gedfrey King	
Contest	do	. 441	Thomas H. Norton	I. Howland, jr., & Co.
Cornelia Dr. Franklin	Bark do			John P. Knowles, 2d. Cobb & Manchester.

SH AND FISHERIES.

le showing returns of whaling vessels

aptain.	Managing owner or agent.
fook	Daniel C. Cook Johnson & Cook J. E. & G. Bowley Samuel Cook D. C. Cook J. E. & G. Bowley S. R. Soper
Sparks Bolmes Cok Young Freeman Atkins Small	D. Connell
Cornell Allerton	Heman Smithdo
Parsons Nash Lyon O. Buddington Tyson Rogers Church Lester Billings	
Williams	J. E. Smith & Co
Fish	Charles Malloydo
Green	
Frinnell y W. Davis ge Taber am Childs rey King	S. Thomas & Co C. R. Tucker & Co
raim Poole ab C. Mancheste	John P. Knowles, 2d or. Cobb & Manchester

HISTORY OF THE AMERICAN WHALE FISHERY.

	D	ate-	Result	of vo	yage.	
Whaling-ground.	Sperm-oil.	Wha!e-oil.	Whalebone.	Remarks.		
Atlantic North Atlantic	Jan. 8 Apr. 25 May 26 Feb. 7 Dec. 28 May 5 July 17 Dec. 28	July 26, 1860 June 14, 1860 Oct. 19, 1880 Sept. 4, 1860 Sept. 4, 1862 Aug. 22, 1840 June 23, 1861 Sept. 12, 1861	Bbls. 160 210 320 67 740 611 206 120	Bbls. 140 5 8 15 100 925		Added 1860; sent home 280 sperm. Sold at Bombay; renamed Hannah Maria, and sailed under the English flag. Added 1860; built at East Boston 1860; captured and burned by rebel privateer Calloun 1861.
doN rth Atlantio. AtlantiodoNorth Atlantic Atlantic North Atlantic Atlantic Atlantic		Aug. 14, 1860 Nov. 12, 1860 Aug. 11, 1863 Aug. 28, 1860 Aug. 25, 1860 Dec. 7, 1861 Aug. 14, 1860 July 13, 1865	321 267 81	100 26 (1) 130	0 0 9 2 6	Added 1859. Transferred to Boston 1862.
Hurd's Island. Deson tion Isld	July 24 June 4	July 12, 1869 May 20, 1869	30	3, 19 1, 28 49	31	Sent home 110 sperm; transferred to Boston 1862. Added 1860.
do Davis's Straitdododo Indian Ocean Cumber'd Inle Desolation Isld	May 29 May 1 Mar. 21 Sept. 4 June 1	July 30, 186 Oct. 22, 186	1 1	56 69 8 13	14 10, 100 15 14, 700	Sent home 8,000 bone; abandoned in Cumberland Inlet October, 1861. Bought from Nantucket 1859. Captain Leater died June 15, 1860. Probably lost with all on board 1862; has sent home 700 barrels of elephant-oil.
South Atlantic	Nov. 13	Jan. 20, 186	1			Arrived at New York; sold to Fairhaven 1861.
Indian Ocean Hurd's Island			12	9	68	Sent home 18 sperm, 75 whale; condemned at Mauritius November, 1861. Sold to New London 1862.
Atlantic					76	Sent home 295 sperm, 200 whale, 1,80 bone; altered to a bark 1862.
do	Oct. 3	2 Apr. 24, 18	64 66 63	55 90 1, 5	41 35 500 24, 00	
Atl. and Ind.	May s		-	34 108 (94 591 95	. Sent home 266 sperm; sold and broken of 1864. 50 Sailed under Captain Morgan; returne because he died suddenly of heart diseas March 4, 1861; sent home 283 sperm at 5,000 bone; sold to New London, 1864, f
Atlantic Atl. and Ind	May Nov.	5 Apr. 29, 18	364 3	320	592 24	Valparaiso. Sent home 120 sperm. Bough from Westport 1861; sent home 2 spern and 150 whale; sold at Talcahnai 1864, to fit under the Chilian flag; nar changed to Mathieu & Branas.

582 report of commissioner of fish and fisheries.

Table showing returns of whaling-vessels

				Andrews of the Control of the Contro
Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1861.				
New Bedford, Mass.—Continued. Eben Dodge. George & Susan Hector	Bark Ship	356	Gideon C. Hoxie N. M. Jernegan Amos A. Chase	B. Franklin Howland
John Wells Joshua Bragdon	do Back	366 270	Matthew Fisher Spoonet	Thomas Knowles & Co Charles S. Randall
Lafayette Louisa Mijestie Midas Niger	Ship Bark Ship Bark Ship	311 316 297 326 437	Obed Sherman John Steen Alex, A. Tripp Henry A. Howland Francis J. Alien	I. H. Bartlett & Sons Swift & Allen S. Thomas & Co James B. Wood & Co William Hathaway, jr
Nimrod Northern Light	Bark		Alfred C. Davis Jacob Taber	William Gifford Jonathan Bourne, jr
Palmyra	Schoone	100	E. S. Davoll	A. H. Potter & Co
Robert Morrison	Bark			Thomas Knowles & Co. William P. Howland
Sea Breeze	do Ship Bark	439	Frederick Slocum Charles H. Hagar	William G. Blackier
Fairhaven, Mass.	-	-	T D Nice	. Damon & Judd
Arab	· · · · · · · · · · · · · · · · · · ·	er 120	Thomas W. Lambert	C. H. Tripp
Oxford	do	13	Busel Tripp	Fisk, Robinson & Co
Tekoa	do	14	John A. Benson	Damon & Judd
Mattapoisett, Mass. Sarah Willis	Bark.			J. R. & W. L. Taber H N. Barstow
Sippican, Mass. Admiral Bake	School	1		Peleg Blankenship Stephen C. Luce Benjamin B. Handydo
Westport, Mass.	Ship .	3	John Church	Andrew Hicks
Elizabeth Kate Cory. Sea Fox	331 196	1	770 Hiram Francis 332 Stephen Flanders 46 John Horan	Alexander H. Cory A. Hicks
Warren, R. I. Dromo	Bark		267 Ray	Charles T. Child
Edgartown, Mass.	Bark		Marchant	William H. Munroe

H AND FISHERIES.

e showing returns of whaling-ressels

ptain.	Managing owner or agent.
. Hoxie	B. Franklin Howland
rnegan Chase	George and M. Howland William J. Rotch
v Fisher poonet	Thomas Knowles & Co. Charles S. Randall
eermaneen	I. H. Bartlett & Sons Swift & Allen S. Thomas & Co James B. Wood & Co. William Hathaway, jr
C. Davis Caber	
voll B. Waite I. Honeywell	Thomas Knowles & Co
Weeks, jrick Slocume H. Hagar	
P. Nye IS W. Lambert	Damon & Judd C. H. Tripp
. Snow Tripp	Fisk, Robinson & Co
A. Benson	Damon & Judd
Kingord B. Briggs	J. R. & W. L. Taber H N. Barstow
am C. Hathawa min B. Handy D. Rider T. Eldridge	Peleg Blankenship Stephen C. Luce Benjamin B. Handydo
Church	Andrew Hicks
m Francis nen Flanders Horan	do
Don	Charles T. Child

- Marchant William H. Munroe

	Date-		Result of voyage.			
Whaling- ground.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	Romarks.	
Atl.and Pacific	Nov. 95		Bbls.	Bbls.	Lbs.	Captured and burned by the Sumter December 7, 1861.
Pacific Ocean	Aug. 28	Aug. 25, 1864	176	1, 25H	7, 850	built at Dartmouth 1809.
Atland Pacific	May 92					bone; captured and burned by the Shenandoah, at Ascension, 1865; value
Atlantio	June 26 June !:	Net. 5, 1864	976	10	••••	\$31,000, and oil. Sold 570 sperm and 120 whale at Sydney. Captain William Childs took Captain Spooner's place 1863; sent home 344 sperm; sold to New York for merchant- service 1864.
do	May 20 July 3	Dec. 4, 1861 Nov. 23, 1864	340	1		Sent home 460 sperm, 640 whale, 5,000 bone.
Pacific Ocean	June 19 May 15 May 21	Nov. 26, 1861 Aug. 28, 1865 May 21, 1865	231)	3	Sent home 327 sperm. Captain Allen died at sea June 9, 1864; sent home 170 sperm; sent also 128 sperm by Golconda; burned by the Florida.
Atl. and Ind Hudson's Bay.	Ang. 26 Nov. 18	Dec. 28, 1862 Oct. 17, 1862	35	1, 29	5 19, 90	Bought from Faithaven 1861; sent home
Atlantic	Apr. 25 June 5		1	9		Bought from Mattapoisett 1891; sent nome 120 sperm; withdrawn 1862 for a coaster.
Indian Ocean . Atlantic		Dec. 27, 1:0	2 44	8	8	Sent home 100 sperm; took a sperm whale which made 153 barrels.
Pacific Ocean . do Atlantic Ind. and Pac	. May Oct. 30	Apr. 23, 186 Nov. 26, 186	4 32 5 1,50 3 15 5 13	3	0 1, 25 75 5, 10	Sent home 120 sperm.
Atlantio	July 3	0			10	Added 1861; sent home 104 sperm; cap- tured and burned by the Alabama 1863.
do	May	8 Aug. 14, 186		17	6	1860. Bought from Stonington 1861; sent home
do		9 Oct. 8.19	62 1	56		110 sperm. Sent home 153 sperm.
do			62 1	46 . 1	76	•••
Atlantio	May	9 Sept. 27, 18		35		I .
do	May	16 Aug. 29, 18				
Pacific Ocean	Nov.				363	man, third mate, died Jacuary, 1905, from injuries received from a whale; sold to New B dford 1865; sent home and 8,700 bone.
Atlantic do Pacific Ocean	Apr.	20 Apr. 18, 18	862 864	440 305 9 6 1	12	Sent home 350 sperm.
Pacific Ocean	n Nov.					Sent home 280 sperm; condomned at Pait 1864.
Atl. and Ind	Jan.	5				Sent home 99 sperm; condemned at Bar badoes 1863.

Table showing returns of whaling-ressels

o of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1861.				1
Edgartown, Mass Coatinued.				
Mary	Ship	343	Morrison	Abraham Osboru
Nantucket, Mass.				
amuel Chase	Schooner	65	James McGuire	
New London, Conn.		- 1		
Atlantic	Schooner			
Provincetown, Mass.				22 1 1 41 (2 - 1-
Alleghany. Alexander Antarctic Arizona Courser E. H. Hatfield E. Ederry Emperium F. Bunchinla G. W. Lewis John Admas	Schooner do	95 75 136 115 190 195 80 900 110	Cook Rich Cornell Conell Cook Young Cook Gook Hich Homes Joseph Caton	Daniel C. Cook Johnson & Cook J. E. & G. Bowley Strephen Cook H. & S. Cook E. & E. K. Cook D. C. Cook Nickerson & Tuck — Taylor John Adams
N. J. Knights	do	95	Sparks	D. Connell
OreadPanama	do Ship	98	George Pow	E. S. Smith & Co
QuickstepR. E. CookBienzi	Schooner do	119 60 108	Cook	R. & E. K. Cook
S. R. Soper V. Doane V. H. Hill Watchman Weather Gage	do do do do	130 99 155 140 105	AbbottCookFreeman	Samuel Soper
• Orleans, Mass.				
William Martin	Schoone	134	Martin	Heman Smith
Sag Harbor, N. Y. Excel John A. Robb Myra Odd Follow Susan Union Bark Carib, 205 tons, Captain Fay, (San Francisco,) sailed April 18, 1861, for the Arctic; no further report.	Barkdo Brig Bark Brig	375 273 150 239 134 300	Rose Jenning Jacob Havens Weld King Ludlow	O. R. Wade W. & G. H. Cooper Waile & Brown II. & S French O. R. Wade
1862.		1		
New Bedford, Mass. Abigail	Ship	310	Ebenezer F. Nye	. Loum Snow
Ansel Gibbs	do	310		
Awashonks	Bark Ship			J. & W. R. Wing
	Bark.	31	Charles E. Allen	8. Thomas & Co

ble showing returns of whaling-ressels

Japtain.	Managing owner or agent.
Morrison	Abraham Osborn
McGuire	

Cook	Daniel C. Cook Johnson & Cook J. E. & G. Bowley Stephen Cook H. & S. Cook & C. E. & E. K. Cook D. C. Cook Nickerson & Tuck Taylor John Adams
Caton Sparks	D. Connell
Young	E. S. Smith & Co
Cook Tilson Goodspeed	R. & E. K. Cook
Abbott	Samuel Soper. H. & S. Cook & Co J. E. & G. Bowley H. & S. Cook & Co
Martin	Heman Smith
Rose	W. & G. H. Cooper Wade & Brown
ezer F. Nye	. Loum Snow
am Washburn	. Jonathan Bourne, jr
S. Wing Bolles	J. & W. R. Wing L. Howland, jr., & Co.
les E. Allen	S. Thomas & Co

salling from A	merican por	ts-Cont	inned.
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	D	Date-		Result of voyage.		
Whallog- ground.	Of arrival.	Sperm-oil.	Wha.c-off.	Whalehome.	Remarks.	
Indian Ocean Shoals	June 19	July 26, 1865	Rbls. 656	Bbls.	Lbs.	Made five trips, humpbacking; sold to Dartmouth.
Atlantiodo	Aug. 15 Feb. 5 Jan. 1 Jan. 2 Mar. 22 Mar. 25 Jan. 1 Jan. 2 Jan. 3 Jan. 2 Jan. 4	Aug. 14, 186 Nov. —, 186 Aug. 8, 186 7 Sept. 11, 180 Oct. 13, 186 I Aug. 14, 180 Sept. 6, 186 Apr. 27, 187 Apr. 27, 187 Apr. 20, 182 One 13, 186	109 372 96 61 136 136 137 14 137 14 14 133 14 14 14 133 14 14 14 14 15 16 16 17 18 18 18 18 18 18 18 18 18 18 18 18 18	571 144: Clean 230 14 48: 16 16 16 16 16 16 17 18 18 18 18 18 18 18 18 18 18 18 18 18	5 4 4 4 4 4 9 9 9 9 9 9 9 9 9 9 9 9 9 9	Added 1861.
Atlantic Att and India Att and India North Pacific Hulson's Ba Atlantic Indian Ocean Cumber'd To' North Pacific	Nov. 1 Nov. 1 July 3 Apr. May Sept. let May	31	63	1,0	50 1, 100 1, 100 100 17, 58 239 1, 05 3, 75 650 3, 75 650 30, 00	Sold to New York 1865. Sent home 355 aperm, 1,548 whale, 6,16 bone; captured and burned by the Sheir andoab 1865, in Ochotak; value, \$10 00 and catchings; Captain Nye immediated manned two boats and started to war the rest of the fieet. Bought from Fairhaven 1861; sent hom 20 aperm. Sent home 277 sperm, 500 bone. Sent home 43 sperm, 1,080 whale, 14,7 bone.

Table showing returns of whaling-venils

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1802.				
New Bedford, MassContinued.	Bark	394	Producick & Howland	Henry Taher & Co
'allao	do	429	Frederick S. Howland Reuben T. Thomas	Bwift & Allen
California	Ship	39⊭	Charles E. Cleaveland	I. Howland, Jr., & Co
anton	do . do Bark Ship	280 274 273 401	Archelnus Baker, jr Obed Freeman Maxtield Valentine Lewis	C. R. Tucker & Co I. H. Bartiett & Sons . Edmund Maxfield Geo. & Matt. Howland
Dolphin	Schooner	97	Wash. T. Walker	W. T. Walker
Draco	Bark	257 336	John R. Lawrence James R. Allen	Jonathan Bourne. jr Swift & Perry
Elisha Dunbar Euphrates	do Ship	365	David R. Gifford Thomas B. Hathaway	Edward W. Howland
Еигора	do	380	Anthony Milton	Edward C. Jones
Fabius	do	43%	Daniel B. Wood	C. R. Tucker & Co
Falcon	do do	973 340 374	Daniel F. Worth	
George	Bark Ship	980 915 430	Alexander A. Tripp	E. C. Jones.
Gratitude	. Bark	331	Lewis N. Herendeen .	Swift & Allen
Gypsey	do	360	Orlando G. Robinson.	I. Howland, jr., & Co.
Helen Snow	do	291	Joseph S. Adams	
Henry Kneeland	Ship	. 30	John M. Soule	Benjamin B. Howard
Hercules	Bark	33	John G. Dexter	Swift & Perry
Hillman	Ship	38	3 S. W. Fiak	H. Taber & Co
James Arnold	do do	39	1 Joseph H. Cornell	. Thomas Nye, Jr
John DawsonLafayette	do	. 2		J. & W. R. Wing I. H. Bartlett & Sons
Levi Starbuck	Ship		Thomas Mellon	
Marcella	Barkdo		Alfred K. Crosby Barnard H. Dailey	

HISTORY OF THE AMERICAN WHALE FISHERY.

able showing returns of whaling-result

FISH AND FISHERIES.

Managing owner or agent. Captain. Henry Taber & Co Swift & Allen erick S. Howland en T. Thomas... es E. Cleaveland I. Howland, jr., & Co C. R. Tucker & Co..... I. H. Bartlett & Sons Edmund Maxfield Geo. & Matt. Howland b. T. Walker W. T. Walker Jonathan Bourne, jr ... Swift & Perry R. Lawrence ... d R. Gifford Edward W. Howland hony Milton Edward C. Jones iel B. Wood..... C. R. Tucker & Co Thomas Knowles & Co Thomas Nye. jr G. & M. Howland nard Flanders.... nel F. Worth..... ert Jones Gideon Allen & Scn.... Charles Tucker E. U. Jones ris N. Herendeen . Swift & Allen I. Howland, jr., & Co... ndo G. Robinson. eph S. Adams..... Loum Snow n M. Soule Benjamin B. Howard... n G. Dexter Swift & Perry H. Taber & Co V. Fiak vid H. Bartlett.... eph H. Corneii.... omas W. Williams Thomas Nye, jr..... Swift & Ailen..... on W. Cornell J. & W. R. Wing...... I. H. Bartlett & Sons... omas Mellon C. R. Tucker & Co...... William O. Brownell ... fred K. Croeby rnard H. Dailey ... ch W. Enthaway ... G. Allen & Son...... S. Thomas & Co......

	Di	180	Result	of voy	agn.	
Whaling- ground.	Of sailing.	Of arrival.	Sperm-oil.	Whale-sell.	Whalehone.	Remarks.
Atlantic North Pacific .	Sept. 9 Dec. 23	Aug. 30, 1863 Apr. 11, 1867	Bbla. 296	700	Lbs. 1, 550	Sent home 550 sperm, 710 whale, 5,000 home Sent home 75 sperm, 3,256 while, 41,500 home.
d)	Ang. 95	Apr. 11, 1866		1, 198	17, 150	James B. Wood, first mate, died January 1, 1866; sent home 80 sperm, 1,000 whale, 11,000 bone.
Indian Ocean Atlantic	Dec. 98 Apr. 30 Sept. 9 Aug. 30	Apr. 7, 1866 Nov. 97, 1862 Nov. 91, 1863 Apr. 90, 1866	1, 415 311 160 374	8	ie, 750	Sent home 92 sperm. Sent home 215 sperm, 1,973 whale, 53,100
Atlautic	May 20					Formerly in Havana trade; added 1869; No further report.
Atlantic	June 17	Oct. 8, 1865 Oct. 7, 1864	313 138	900		Seut home 900 s'erm. Silas B. Plato, second mate, and boat's crew lost while fast to a whale December 39, 1863; sent home 632 sperm, 5,500 home. Captured and hurned by the Alabama 1862.
North Pacific	Aug. 5					Captured and burned by the Shenandoah off Cape Thaddens 1865; value, \$32,000 and od; sent home 1.883 whale, 19,400 bone.
do	July 1	Sept. 16, 1867	90	230		Sent home 178 sperm, 1,500 whale, 25,200
do	Oct. 16					Sent home 285 sperm, 1,102 whale, 19,500 bone; lost on Solidad reef, coast of Cali- forma, January 27, 1865.
Atlantio Indian Ocean Pacific Ocean .	Aug. 25	June 17, 1865 Apr. 90, 1866 Apr. 16, 1866	900	1, 032	1, 650 11, 800	Sent home 364 sperm, 2,950 whale, 36,996 bone.
do	June 3 June 10 Dec. 2	May 27, 1864 Aug. 31, 1864 June 4, 1865	2	3 4	5, 000	Sent home 612 sperm. Sent home 63 sperm, 120 whale, 600 bone. Sent home 53 sperm, 2,266 whale, 28,800 bone.
Pacific Ocean .	June 19					Sent home 410 sperm, 600 whale; struck an icoberg and lost in Arctic July 2, 1865. Sent home 174 sperm, 670 whale, 0,200 bone;
do	May 28					in Behring Strait June, 1865; sent 505 wha e by Golconda, (burned by the Flor-
do	Oct. 9	May 13, 186	7 17	5 60	0 10, 00	20, 1864; sent home 210 sperm, 729 whate,
North Pacific	. Aug. 11					Sont home 419 whate, 5,200 hone; lost in the
do	Sept. S	May 8, 186	5 99	12 60	5, 80	6 Sent home 126 sperm, 2,073 whate, 19,000
do	Oct. 28					Captain Fisk died February 28, 1864; sent home 20 spern, 1,942 whale, 6,360 bone- captured and burned by the Shenandon in Behring Strait June, 1865.
Atlantic do North Pacific	July 1:	Oct. 29, 180	3 36	29 40	01	Sent bome 350 sperm, 300 whate, 6,362 none
Atlanticdo	May 1 May 2	June 18, 180	34 2	70		Sent home 348 sperm; captured and burned
***********	Oct					Captured and burned by the Alabama five days out; value, \$32,000. Sent home 684 sperm.
Atlantie North Pacific	May 1	Oct. 27, 18		99		captured and burned by the Sacrandon in Behring Strait June, 1865; sont hom 171 sperm, 1,113 whale, 22,477 bone.
Atlantic	July Aug.	1 Sept. 26, 18 Apr. 21, 18		90		

			•	Managha
Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1862.				
OhioOrray Taft	Bark Bhip Bark Bark	383 237 176 200 385	James M. Willis Matthew L. Smith Daniel Flanders George E. Tyson Michael S. Hogan Jotur Rose Henry R. Plaskett George N. Macy	Wood & Nye E. W. Howland Loum Show George Homer & Co Crausion Wilcox Swift & Perry J. D. Thompson W. & G. D. Watkins
SeineSolon	Sing	199 321	Francis S. Worth	E. Maxfield J. P. Knowles, 2d. J. & W. R. Wing Thomas S. Hathaway T. Knowles & Co.
Tamerlane T. Winslow. Union Virginia. Wave	do Bark do do	357 136 124 197	E. G. Cudworth Dexter Shadrach R. Tilton	John Hicks J. P. Knowles, 2d T. Knowles & Co.
Fairhaven, Mass.	Bark	236	Joseph D. Nye	
Erie	Ship			
Oxford	Brig			
Mattapoisett, Mass. Willis	. Bark	164	4 B. B. Briggs	H. N. Barstow
Dartmouth, Mass.	Ship	30	Daniel Sherman	
Sippioan, Mass. Admiral Blake Attamaha Emerald Hopeton James	do	110	9 Rufus Gray 1 Zena F. Eldridge	Benjamin B. Handy
Westport, Mass. Greyhound	Bark	. 13	Stephen Flanders	Alexander H. Cory
Mattanoisett Sea Queen	Bark		George W. Beebe Peleg W. Gifford	Henry Smith
Provincetown, Mass. Abby H. Brown	Schoone Bark	. 2	31 — Higgins Alierton	n 1-1 C Cook
Alleghany	Schoone do do	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	95	Johnson & Cook Stephen Cook D. Conwell H. & S. Cook & Co D. Conwell C. A. Homan E. & E. K. Cook Stephen Cook & Co J. E. & G. Bowley

HISTORY OF THE AMERICAN WHALE FISHERY.

Cable showing returns of whaling-ressels

FISH AND FISHERIES.

Managing owner or agent. Captain. es M. Willis hew L. Smith el Flanders ge E. Tyson Wood & Nye E. W. Howland Loum Snow George Homer & Co ... Crauston Wilcox..... Swift & Perry ael S. Hogan r Rose ry R. Plaskett ... rge N. Macy J. D. Thompson W. & G. D. Watkins ... C. Gray

C. Cudworth

Dexter

drach R. Tilton

C. Fisher T. Knowles & Co..... Damon & Judd eph D. Nye H. N. Baratow B. Brigge.... William Potter, 2d..... niel Sherman Peleg Blankenship..... Stephen C. Luce Benjamin B. Handy... Obed Delano Benjamin B. Handy... illiam C. Hathaway nfus Gray.... nas F. Eldridge.... njamin B. Handy... len D. Ryder Henry Wilcox Alexander H. Cory..... mes M. Sowle. ephen Flanders . . . eorge W. Beebe . . . bleg W. Gifford..... E. & E. K. Cook Nickerson & Tuck Daniel C. Cook
Johnson & Cook
Stephen Cook
D. Conwell
H. & S. Cook & Co
D. Conwell
C. A. Homan
E. & E. K. Cook
Stephen Cook & Co
J. E. & G. Bowley
Taylor Alteron

Cook

Rich

Cook

Sparks

Iss S Young

Kilburn

Small

Cook

Smith

Smith

Snow

Holmes

	D	ate-	Resul	of vo	yage.	
Whaling- ground.	Of eailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	Remarks.
North Pacific Pacific Ocean Atl. and Indian Cumber'd Inlet Pacific Ocean	Nov. 24 June 17 Oct. 4 Apr. 27	June 13, 1867 June 19, 1866 Dec. 11, 1864 Oct. 25, 1867 July 14, 1865	Bbls. 140 1, 334	19 5 925 Clean	3, 000	Sent home 1,040 whale, 22,800 bone. Sent home 220 sperm, 300 whale. Captured and burned by the Alabama 1662. Sent home 210 sperm, 375 whale, 4,900 bone.
North Pacific Atlantic South Pacific	Nov. 4 Apr. 29 Oct. 15	May 11, 1865 Nov. 6, 1864	176	817		Sent home 83 aperm, 1,780 whale, 40,500 bone. Sent home 15 aperm. Altered from a ship 1862; sent home 800 bone; lost on a reef north of Fejos Islands August 5, 1804; saved 265 aperm,
Atlantic	June 12 Oct. 12 Aug. 26 July 28	Oct. 6, 1864 June 11, 1865 Oct. 19, 1863 Apr. 11, 1865 Oct. 5, 1863 Sept. 6, 1863	661	1, 19		Sont home 996 aperm.
Atlantic	Aug	Sept. 4, 1864		2		Captured and burned by the Alabama 1862. Sent home 370 sperm.
Atlantie	Nov. 10	Sept. 15, 1964	22	8	2	Bought from New Bedford 1869; sent home 319 sperm. Dismasted and abandoned off Cape Horn August, 1862. Altered from a schooner; sailed 1869 or 1863; no report.
Atlantie	. Nov. 24	Sept. 15, 186	4 8	io	. 70	8ent home 303 sperm, 195 whale; sold to New Bedford 1865; Mattapoisett's last whaler.
Paulfic Ocean .	Sept. 1	Apr. 9, 186	6	. 71	13, 80	Sent home 325 sperm, 675 whale, 15,100 bone.
Atlanticdododododododododododododo	May 19 May 20 May 20	Oct. 18, 186 Oct. 21, 196 Oct. 18, 186 4 Sept. 6, 186	9	10 35 38 62	5	Captured and burned by the Alabams 1909. Pought from Fairhaven 1862. Withdrawn 1862.
AtlanticdoIndian Ocean	. June 2	6		75	20	Sent home 126 sperin; captured and burned by the Alabama 1863. Sent home 116 sperin.
Atlantic do do	. Apr. 1	Sept. 93, 18 May -, 18 Aug. 19, 18	62 63	68	71	Put into Gloucester leaking constrokes per hour; sold to Beston on voyage. No report.
. do do do do	Jan. Aug. Aug.	Aug. 28, 18 Apr. —, 18 Oct. —, 18 11 Aug. 11, 18	62 5 63		38	Added 1862. Captured and burned by the Alabama 1863 Added 1862. No report. Added 1869; built at Essex 1836.

Name of vessel.	Class.	Tunnage.	Captain.	Managing owner or agent.
1862.	1	-		
Provincetown, Mass.—Continued. Montezuma	Schoonerdo	92 95 95	Curren	T. & S. Hilliard D. Conwell E. S. Smith & Co
R. E. Cook. Rieing Sun. V. Doane. Union Walter Irvin Watchman Weather Gage.	do do do do do do	90 90 97 138 140	Young	R. & E. Cook E. S. Smith & Co H. & S. Cook & Co Samuel Soper H. & S. Cook & Co
Boston, Mass.	Bark	215	Allerton	John Tyler
Rothschild	đo	261	Dimmick	Heman Smith
Sarah E. Lewis	Schoonerdo	140 134	— Farwell	do
Sandwich, Mass. · Ocean · · · · · · · · · · · · · · · · · · ·	Bark	165	Peleg Cornell	W. F. Lapham
Holmes' Hole, Mass. America	Bark	257	Lnce	Thomas Bradley
Salem, Mass.	Brig	159	—— Holmes	J. C. Osgood
Beverly, Mass. Eschol	Brig Schooner	143 95	Robertson	F. W. Choatedo
New London, Conn. Alert	Bark	398 276	Edwin Church	Richard H. Chapell
Electra. E. R. Sawyer Gen. Williams.	Ship Schoone Ship	348 126 419	Oliver Sisson Rogers Benjamin	
Georgianna	Brig Bark Schoone Bark	336	Chapell	R. H. Chapell Lawrence & Co
Pioneer	do	238	—— Chapell	do
Edgartown, Mass.	Ship	1	—— Crosby	Abraham Osborn
Comulgeo	do	1	James B. Huxford	Abraham Osborn
Splendid	do			
Vineyard Nantucket, Mass.		1		
Islander	Ship	34	William Cash	Zenas L. Adams
Rainbow	do	8	James Maguire Robert F. Kent	Joseph B. Macy

HISTORY OF THE AMERICAN WHALE FISHERY.

Table showing returns of whaling-vissels

FISH AND FISHERIES.

Captain.	Managing owner or agent.
- Curren - Young - Young	T. & S. Hilliard D. Conwell L. S. Smith & Co R. & E. Cook E. S. Smith & Co H. & S. Cook & Co Samuel Soper H. & S. Cook & Co
- Allerton	John Tyler
Farwell Martin	do
g Cornell	W. F. Lapham
— Luce	Thomas Bradley
— Holmes	J. C. Oagood
— Robertson — Holman	F. W. Choatedo
win Church	Richard H. Chapell
ver Sisson — Rogers — Benjamin	. Williams & Barns R. H. Chapell Williams & Barns
Rogers Chapell Turner Bush	Williams & Haven R. H. Chapeli Lawrence & Co Williams & Haven
— Chapell	do
— Crosby	Abraham Osborn
mes B, Huxford	Abraham Osborn
Caswell	Benjamin Worth
illiam Cash	Zenas L. Adams

	De	ate-	Result	of vo	yage.	
Whaling- ground.	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	Remarks.
Atlantio	Jan. — Mar. 5 Dec. 2 Jan. 28	Aug. 26, 1862 Sept. 11, 1862 Sept. 18, 1862 Aug. 20, 1863 Nov. 22, 1862 July 23, 1863 Nov. 12, 1862 Apr. —, 1863	104		}	Withdrawn 1864. Added 1869. Added 1869. Captured and burned by the Alabama 1869.
Atlantiododododododo	Apr. 13 May 7 Aug. 11 Apr. 18	Aug. 31, 1863	15	0	2	Bought from Provincetown 1862; sent home 29 sperm; withdrawn 1863 for merchant-service. Transferred from Orleans 1862; sent home 300 sperm, 100 whale; condemned at Inagua March, 1864. Added 1862; sent home 43 sperm.
Atlantic		No report				Sent home 291 sperm; sold to Sag Harbor 1864. Sold to New Bedford 1865 to be broken up;
Atlantio	May 19				40	Holmes' Hole's last whater. Built at Hanover 1862; sent home 218 sperm.
Atlantic North Atlantic	June S Aug. 19	Sept. 7, 186 May 27, 186	3 9	10 10	3	Sent home 102 sperm. Bought from Provincetown 1862; sent home 218 sperm.
Hurd's Island				2, 9		Captured and burned by the Alabama 1862. Bought from New Bedford 1862 to replace the Alert. Lost on Nunivack Island July 14, 1863.
Hurd's Island Pacific Ocean	July 2	4 May 25, 18	64		556	Captured and burned by the Shenandoah in Behring Strait June, 1865; sent shome 150 whale, 1,500 bone.
Cumber'd Inle Pacific Ocean Desolation Isl Pacific Ocean	d July	3 Oct. 6, 18	64	5 1,	319 4, 70 117 19, 7	 Lost at Hurd's Island February 1, 1864. Sent home 1,483 whale, 5,600 bone; captured and burned by the Bhenaudoa April, 1865, off Ascension.
Hudson's Bay	May S	Oct. 13, 18	63		561 9, 0	2000
North Pacific	Nov.	1 Apr. 7, 18	366	1,	358 11, 4	Contured and burned by the Alabama 186
Indian Ocean North Pacific				1,	300 20, 0 925 14, 0	Captain Huxford came home in 1863 sick seut home 340 sperm, 358 whale.
Pacific Ocean	a June			400	560	Sent home 1,800 pounds bone; sold to Ne Bedford.
Atlantic	May Nov.	8 July 3, 1 17 June 93, 1	862 863	35 29	56	

Name of vessel.	Class.	Tennage.	Captain.	Managing owner or agent.
1862. Nantucket, Mass.—Continued.				Joseph B. Macy
R. L. Barstow	Bark	200	Charles W. Hussey	Joseph M. Masy
New Bedford, Mass.				Jona. Bourne, jr
Andrews	Barkdo		Silas G. Baker John S. Howland	Edmund Maxifold
Arnolda	Ship	. 360	William T. Hawes	James B. Wood & Co
Benj, Franklin	Bark	. 164	Samuel T. Braley	E. Maxfield
•	do	990	John A. Beebe	J. & W. R. Wing
Browster Canton Packet	do	974		. I. H. Bartlett & Sous
Chas. W. Morgan Clarice Congress, 9d.	Ship Barkdo	351 237 376	David R. Gifford	J. & W. R. Wing Edward C. Jones Gideon Allen & Son
Cornelius Howland Coral Daniel Webster Eliza Adams	Ship do do do	37	Jared S. Crandall 6 Merrill W. Sanborn .	Edward W. Howland G. Allen & Son S. Thomas & Co E. C. Jones
E. Swift	Bark	49	Reuben Pontius	
Emily Morgan	Ship	36	8 George Athearn	
Glendower Hecla Hunter Labella	School Bark Ship Bark	20	Nehemiah West Barzillai Luce Asa S. Tobey Hudson Winslow	Jona, Bourne, jr
John P. West	do .	4	20 Daniel J. Tinker	
Josephine	Ship .	4	46 James L. Chapman.	
Martha	Bark.		William W. Thomas 87 Edwin P. Thompson	
Mary	Ship Bark		Edwin P. Thompson 340 George S. Tooker 349 David Baker	William Watkins
Merlin	do		1	E. C. Jones
Milo	Ship		101 Jona. C. Hawes	
Nassau	do		408 Samuel Greens	
Nimrod	Bark		340 James M. Clark	
Northern Light	Ship	£	513 Jacob Taber 352 Clothier Pierce, jr.	
Ontario	de		489 William M. Barnes	William O. Brownell

FISH AND FISHERIES.

Table showing returns of whaling-ressels

Captain.	Managing owner or agent.
rles W. Hussey	Joseph B. Macy
s G. Baker E S. Howland	Jona. Bourne, jr Edmund Maxifeld
liam T. Hawes	James B. Wood & Co
uel T. Braiey	E. Maxfield
n A. Beebe	J. & W. R. Wing
rles E. Allen	. I. H. Bartlett & Sous
omas C. Landers vid R. Gifford s. E. Stranburg	
— Homan	Edward W. Howland
red S. Crandall errill W. Sanborn . eddington P. Fish .	S. Thomas & Co E. C. Jones
uben Pontius	Swift & Allen
oorge Athearn	J. & W. R. Wing
shemiah West arzillai Luce sa S. Tobey udson Winslow	THOMAS ILLIONICO W CO.
aniel J. Tinker	Simeon N. West
ames L. Chapman.	
Villiam W. Thoma	
dwin P. Thompson leorge S. Tooker .	
David Baker	William Watkins
Jona, C. Hawes	E. C. Jones
Samuel Greens	Swift & Perry
James M. Clark	William Gifford
Jacob Taber Clothier Pierce, jr	Jona. Bourne, jr James B. Wood & Co.
William M Borne	William O. Brownell

	D	ate-	Result	of vo	yage.	
Whaling- ground.	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	Remarks.
tlantic	May 9	July 26, 1865	Bbls. 360	Bbls. 556	Lbs.	
Hudson's Bay	Apr. 29 Apr. 8	Oct. 25, 1864 15ny 5, 1865	1 21	1, 046 45	17, 150	Bought from Mattapoisett 1862; returned once, damaged by a gale; sent home 210 aperm.
North Pacific	Dec. 1	Apr. 8, 1866		800	13, 000	Sent home 46 sperm, 1,836 whale, 20,000
Atlantio	May 4	Sept. 11, 1865	1			Bought from Fall River 1862; sent home 340 sperm and 55 whale.
Indian Ocean	Oct. 17	Nov. 28, 1865	1, 135			Bought from Mattapoisett 1863; sent home 30 sperm.
North Pacific.	Dec. 3					Sent home 230 sperm, 1,489 whale, and 21,500 bone; lost April 3, 1867, in a typhoon off Japan; five men lost at same time; struck on Cape Syra and broke in two in ten minutes.
do	Dec. 1	June 12, 186	7 195 1,074	27	0 5 500	Sent home 824 whale and 13,200 bone.
Indian Ocean . North Pacific.	Apr. 30 June 3	Apr. 10, 186	1,04			Altered from a ship 1863; Captain Stran- burg died 1865; captured and burned by the Shenandosh in Behring Strait June, 1865.
,do	Nov.	Apr. 21, 196	7 1	5 9,00	00 20, 0 0 0	Sent home 158 sperm, 3,798 whale, and 50,800
do Budson's Bay. North Pacific.	Nov. 2 Apr. 2 Oct. 2	i Oct. 27, 186	4	0 40	5, 000 36 9, 700 00 10, 000	Sent home 2,273 whale and 35,000 bone. Captain Fish came home sick 1866; sent home 206 sperm, 1,215 whale, and 8,450
do	Nov. 1	Apr. 14, 186	33	. 8	67	Sent home 170 sperm, 2,183 whale, and 12,100
do	1			7 7	00	Sent home 770 sperm, 1,890 whale, and 10,200 pounds bone.
Atlantic	June	5		10		Bought from Surry, Me., 1802.
Pacific Ocean	Oct. 2	5 May 29, 18 May 21, 18		91 1, 6	394	Sent home 10,400 pounds bone.
North Pacific	1		68	39 1, 1	187 14, 85	Behring Strait June, 1805; 83nt home 160 sperm, 480 whale, and 7,180 hone. Captain Tinker came home 1867; sent home 400 sperm 1 508 whale, and 28,000 hone.
do	Apr.	June 12, 18	67	95 1,5	200	Sent nome 12 aperm, of tee whate, and appro-
do	Dec.	7 May 16, 18	68	87	185	Sent home 25 sperm, 731 whale, and 14,800 pounds bone. Lost in North East Harbor, Ochotak, 1864.
do	Dec. July		67	35	530	Sent home 70 sperm, 900 whate, and 44,25
do		1 May 9, 18		40	550	Sent home 90 sperm, 2.013 whale, and 13,11
do				223		pounds bone. Captured and bonded by the Shenaudoa for \$46,000 1865; sold out 1872; sent hom 2,31 whale and 9,780 pounds bone. Captured and burned by the Shenandoa
do	Dec.	3				Captured and burned by the Shenandoa June, 1865, in Behring Strait; sent hom
Indian Ocean	aApr.	15	•••			Captured and burned by the Shendrod June, 1865, in Behring Strait; sent hom 200 sperm, 683 whale, and 8,400 bone. Sent home 171 sperm, 220 whale, and 3,80 bone; captured and burned by the Shen andoah in Behring Strait June, 1865.
Hudson's Ba North Pacif	y Apr. Oot.	29 Oct. 24, 1 28 Mar. 12, 1	864 864	18 1	970 90, 9 6	Altered from a ship 1863; sent home 1
åo	July	2		•••	••••	Collided with the Helen Mar September 2 1866, and somewhat damaged; the cre refusing duty, she was abandoned wi 1050 whale; sent home 590 sperm, 1,1
38	1		1	1	I,	whale, and 18,000 pounds bone.

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1963.				
New Bedford, Mass.—Continued.	g1,1-	40.	William H. Allen	E. W. Howland
ward	Ship	461		E. C. Jones
iole	Bark	104		
ean	Ship	197 236	Zenas E. Bourne Reuben W. Crapo	J. & W. R. Wing Swift & Allen
pray	Ship	356	Calch O. Hamblen	TO C Jones
obert Edwards	Bark	300	Frederick A. Smith	W. P. Howland G. & M. Howland
ousseau muel and Thomas	do		William Lewis	David B. Kempton
ppho	10	. 390	Edward B. Coffin	Otis Seabury
myrna	do	. 91		
olon nion Vaverly	do do	. 12	A Amos C. Baker	J. & W. R. Wing J. P. Knowles 2d D. B. Kempton
Wm. Gifford	Ship		John P. Fisher Jacob A. Howland	William Gifford William C. N. Swift
Wm. Thompson Mass.		1		
Fairhaven, Mass.	Bark	2	98 Thomas G. Young	F. R. Whitwell
Joseph Maxwell	. Ship	3	Ariel Chase	do
Pavilion	. Brig	1	150 Ichabod Handy	
Tekon	School	ner	Valentine C. Long .	đo
Mattapoisett, Mass.			170 Piller D Wands	J. R. & W. L. Taber
Sarah	Bark.	•••	179 Elihu B. Handy	
Sippican, Mau. Admiral Blake Emerald.	School		120 William C. Hathaw 101 Zenas F. Eldridge. 80 George H. Keen	Peleg Blankenship Benjamin B. Handy.
EmeraldJames	do			
Sunbeam	do	••••	Benjamin B. Handy	y
Nantucket, Mass.		I Pro-	80 R. F. Kent	Joseph B. Macy
Rainbow	Schoo	JNOT	On Tr T. Trang	
Provincetown, Mass.	School	DP-	95 Nickerson	Daniel C. Cook
Alleghany	do		75 Rich	Johnson & Cook
Antarctio	do		115 Cook	Stephen Cook.
Arizona	do		201 — Burch 132 — Kilburn	D. Conwell
				I Cl A Homan
E. Gerry E. H. Hatfield			104 —— Small 195 —— Small	E. & E. K. Cook D. C. Cook

ble showing returns of whaling-ressels

Captain.	Managing owner or agent.
m H. Allen	E. W. Howland E. C. Jones
E. Bourne	J. & W. R. Wing
rd B. Coffin	Otis Seabury
n Kelley	C. Hitch & Son
ea B. Barstow . c. Baker rd Holley	J. & W. R. Wing J. P. Knowles 2d D. B. Kempton
P. Fisher	William Gifford
b A. Howland	William C. N. Swift
nas G. Young	F. R. Whitwell
d Chase	do
bod Handy	Damon & Judd
entine C. Long	do
ou B, Handy	J. R. & W. L. Taber
lliam C. Hathav las F. Ehlridge. orge H. Keen	Peleg Blankenship Benjamin B. Handydo
njamin B. Haud	y
F. Kent	Joseph B. Macy
Nickerson. Rich Cornell. Cook Burch Kilburn Small Small Leach Snow	Johnson & Cook J. E. & G. Bowley Stephen Cook S. H. Soper D. Conwell C. A. Homan E. & E. K. Cook

June 2 June 3 June 3 Apr. 30 June 2 Aug. 57 Mar. 25 Dec. 19	Apr. 10, 1866 Sept. 2, 1866 Apr. 13, 1866 Apr. 14, 1867 Dec. 19, 1869 Jan. 18, 1864 July 14, 1869 June 9, 1866	534 956 3 1,01	1, 085 90 930	18, 050	Hemarks. Made a great voyage, took, in all, 190 sperm, 5,630 whale, and 62,100 pounds bone. Bought from Fairhaven 1863; sent home 264 sperm and 688 whale. Captured and burned by the Alabama in '63. Sent home 500 sperm.
Apr. 30 June 2 Aug. 5 Mar. 25 Mar. 25 Dec. 19	Apr. 2, 1866 Nov. 13, 1866 Apr. 14, 1867 Apr. 19, 1865 July 14, 1866 July 14, 1866	180 443 534 950 300 1,010	1, 900 4 1, 085 936	18, 050	Captured and burned by the Alabama in '63.
Aug. 5 Mar. 27 Mar. 25 Dec. 19	Nov. 13, 1264 Apr. 14, 1267 Dec. 19, 1263 July 14, 1266 Jan. 18, 1866	950 300 1, 01	936		C . 1
Oct. 4		1	209		Sent home 600 sperm. Sent home 380 sperm. Bought from Mattapolsett 1863; shipped
		1, 16			5.724 gallons whate by Golconda; but seed by Florida. Shipped 6.874 gallons whale by Golconda; burned by the Florida; sent home 280
	June 24, 186	5 11		1,600	Burned by the crew at St. Heiding, with 350 whale on board; was built at Duxbury, Mass., 1892. Sent home 163 sperm and 300 whale.
Oct. 9 Nov. 25	Oot. 10, 186	4 10			Mr. Holt, third mate, and boat's frew lost, fast to a whale, 1865; captured and burned by the Shenandoah in Behring Strait June, 1865; sent home 455 whale and 8,300
					Golconda; burned by the Florida.
					Sent home 240 whale and 4,500 bone; taken and burned by the Shenandoah June, 1865, in Behring Strakt; the Favorite was built
		68	86 5	40 8, 00	Stephen Bradley, 2d mate, drowned a 1823 of olla April, 1866; sent home 180 sperm, 900 whale, and 16,650 pounds bone; sold to New Bedford 1868.
		163	100	6	seven men lost; survivors suffered severely from cold and exposure.
May 1	Nov. 93, 1	364	21	5	Sent home 427 sperm; sold to New Bedford 1865.
May	1		47	15	
May	26 Aug. 17, 1	863	45	5	Sold to 1 1/1 Mountain 2000, 100 Maria
July	- Sept, 1	863 Cl	ean		••
May Feb. Mar. Mar. May	14 Sept. 30, 123 Jan 15, 3 Aug. 7, 10 Sept. 15, 2 Aug. 31, 1 Aug. 18, 05	1863 1864 1864 1864 1864 1864 1863	15 70 252 200 340 55 120	19 240 60 25 114	
	Nov. 25 Nov. 25 Nov. 25 Nov. 25 Nov. 27 May 1 June 1 June 2 May	Oct. 23 June 24, 186 Oct. 9 Oct. 10, 186 Nov. 25 May 20, 186 Mar. 17 Dec. 19, 196 May 16 Dec. 16 July 1, 18 June 15 June 20 Nov. 20, 16 May 11 Nov. 20, 16 May 11 Nov. 20, 16 May 25 Oct. 17, 11 July — Sept, 1 May 26 Aug. 17, 1 July — Sept, 1 Feb. 14 Sept. 30, 1 May 26 Sept. 15, 1 Feb. 3 May 26 Sept. 15, 2 May 36 Sept. 15, 3 May 1 Sept. 15, 5 Sept. 15,	Oot. 23 June 24, 1865 Oot. 9 Oot. 10, 1864 Nov. 25 Nov. 25 Nov. 25 May 20, 1868 Mar. 17 Dec. 19, 1863 May 16 Dec. 16 July 1, 1868 June 15 June 29 Nov. 20, 1863 May 11 Nov. 23, 1864 May 14 Oct. 9, 1863 May 26 Aug. 27, 1863 May 26 Aug. 17, 1863 July — Sept. 5, 1864 May 27 Jan. — 1864 May 28 Sept. 15, 1864 May 29 Sept. 15, 1864 May 29 Sept. 15, 1864 May 21 Jan. — 1864 May 23 Sept. 15, 1864 May 24 Aug. 27, 1864 May 25 Sept. 15, 1864 May 27, 1864 May 28 Sept. 15, 1864 May 21 Jan. — 1864 May 23 Sept. 15, 1864 May 24 Jan. — 1864 May 25 Sept. 15, 1864 May 27, 1864 May 31, 1864	Oct. 23 June 24, 1865 117 35 Oct. 9 Oct. 10, 1864 100	Oot. 23 June 94, 1865 Oct. 9 Oct. 10, 1864 117 351 1, 600 Nov. 25 Oct. 10, 1864 160

Name of vessel.	Class.	Топинде.	Captain.	Managing owner or agent,
		Total		
1563.				
Provincetown, Mass.—Continued.	Donk	200 -	Goodspeed	J. E. & G. Bowley
. Banchinia	Bark		Curren	Freeman & Hilliard
fontezuma	Schooner	99 - 95 -	Dyer	D. Conwell
I. J. Knights	do	80 108	Cook Young	E. S. Smith & Co
tising Sun	do	97 {	Nickerson	S. Freeman
Julon	do	99	Smith	H. & S. Cook & Co
7. Doane	do	155 -	Freeman	J. E. & G Bowley Samuel Soper
Walter Irvin Watchman	do	140	Tilleon	Jesse Cook
Boston, Mass.	Brig	135	Kilburn	Heman Smith
Lewis Bruce	Schoone		Currier	}do
Wm. Martin	Schoole		Currier	
Salem, Mass.	. Brig	. 159	Holmes	J. C. Osgood
Beverly, Mass.				F. W. Choate
Eechol	. Brig	. 143	Robertsen	F. W. Chomto
New London, Conn.			Spicer	S Chanman
Actor Charles Colgate Franklin Geo. Henry. Jsabella	BarkBrigBark	90 256 119 303 192 432	Buddington C. B. Chapell Parsons Brown	Richard H. Chapell Williams & Haven
J. D. Thempson	Bark	432	210112	
Sag Harbor, N. Y.	Bark	273	Greeno	H. & S. French
J. A. Robb	Brig			do
Myra	Brig	100		
1864.				
New Bedford, Mass. A. R. Tucker Ansel Gibbs. Antelope	Bark Ship Bark.	218 319 340	George E. Tyson	S. Thomas & Co
Black Eagle	do .	37	Hervey E. Luce	Tellemin II
Congress	Ship .	33	John A. Castino	
CorneliaEdward	Barkdo	57	Charles Worth	John P. Knowles, 2d Thomas Knowles & Lorenzo Pierce
Endeavour	do .	25	Wilson	
Fanny	do	30	James R. Huntting	Swift & Allen
FloridaGen. Pike	Ship Bark	33	Thomas E. Fordba Shadrach R. Tilton	m E. C. Jones William Gifford

ble showing returns of whaling-ressels

Captain.	Managing owner or agent.
Goodspeed Curren Dyer Cook Young Nickerson Smith Dyer Freeman Tillson	J. E. & G. Bowley Preeman & Hilliard D. Conwell Jesse Cook E. S. Smith & Co S. Freeman H. & S. Cook & Co J. E. & G. Bowley Samuel Soper. Jesse Cook
Currier	Heman Smithdo
- Holmes	J. C. Osgood
- Robertson	F. W. Choate
Spicer Rogers Buddington Chapell Parsons Brown	Richard H. Chapell
- Greeno	do
char H. Aikin ., Kilmer rge E. Tyson vin W. White vey E. Luce nemiah West	
n A. Castino	Edward C. Jones
arren Luco arles Worth	John P. Knowles, 2d. Thomas Knowles & Co. Lorenzo Pierce
mes R. Huntting.	Swift & Allen
omas E. Fordbar adrach R. Tilton	E. C. Jones William Gifford

D		ate-	Result	of vo	rage.	
Whaling- ground.	Of arrival.	Sperm-off.	Whale-eil.	Whalebone.	Remarks.	
Atlantie	May 18	Sept. 15, 1864	Bbls. 35		Lbs.	Built at New London; sold 1864 to Charles- ton.
do	Apr. 1 Jan. 14 May 20 Apr. 3 Apr. 3 Dec. 4	Aug. 18, 1863 July 23, 1863 Aug. 31, 1863 June 10, 1864 Sept. 24, 1863 Sept. 17, 1865	100	930 87 990 30 20		
do	Jan. 20 Apr. 8 May 1	July 23, 1863 Apr. —, 1865 Aug. 19, 1863 Aug. 21, 1864	175	180		Sent home 100 sperm.
Atlantie	Jan. 30 May 27 Nov. 11	Aug. 30, 186 June 20, 186	15		0	Transferred from Orleans, 1862. Transferred from Orleans, 1862.
Atlantio	Aug. 31	Sept. 30, 186				Sent home 80 sperm.
Atlantic	June 15 May 2	Oct. 25, 186	3	1. 26	2, 150	
Frubisher Strait Hudson Baydo		Sept. 8, 186		50	1 5, 800 2 7, 256 66 23, 100	Bought from New Bedford 1863; Mr. Ken- worthy, first mate, and boat's crew lost while feat to a whale; sent home 4,493
South Atlantic	-	Apr. 8, 186			2, 50 1, 50	from Port Stanley; sent home s, 100 bone.
Atlantic	Mar. 1	5 Oct 1, 18	65 9 65	99 2	41 85 12. 90	Sent home \$10 sperm, 216 whale, 2,300 bone. Lost in Cumberland Inlet 1866; sent home 375 whale, 1,500 pounds bone.
do		7 Oct. 1, 18 June 13, 18	65 68 7	721	81 19, 40 55	Sent home 823 sperm, 172 whale, 3,896 bone. Bought from Edgartown 1864; formerly of ; sent home 29 sperm; lost at Per-
North Pacific	June	10 Nov. 1, 16	965	59		nambuco January 19, 1995. Sent home 370 sperm, 1,900 whale, 26,500 bone; atove by ice and abandoned in Anadir Sea May 13, 1867. Sent home 421 sperm. Captured and burned by the Shenandoal
Atl. and Pacific		26 May 15, 1			266	Sent home 715 whale, 3,600 bone; sold to New York 1868; sold to Boston 1871, and broken up; built at Salem 1803.
do	July	11 Sept. 20, 1			653 3, 7	July, 1867; sent home 323 sperm, 2,99 whale, and about 57,460 pounds hone.
						by the Shenandoah, 220 captured whale men put on board and the vessel bonded sent home 484 sperm, 720 whale.

	1		1	
Name of vessel.	Class.	Tonna, e.	Captain.	Managing owner or agent.
1864-				1
New Bedford, Mass Continued.				C112 411 4 C
George Glacier Herald Henry Taber Ilinoie	Bark Schooner Ship Bark Ship	980 963 303 355 413	James E. Stanton George Taber Benjamin B. Handy David H. Bartlett Joshua Davis	Gideon Allen & Son S. Thomas & Co I. H. Bartlett & Sons Henry Taber & Co Wood & Nye
Isaac Howland	do	399	Jeremiah Ludlow	C. R. Tucker & Co
James Maury	do	393 395	Jacob L. Cleaveland S. L. Gray	H. Taber & Co C. R. Tucker & Co
		•	Manual Wasse	G. & M. Howland
Java	Bark do Ship	995 992 435	Nathan S. Smith	Charles Hitch & Son Swift & Perry
John Dawson	Bark	937 371	James Cottle, jr Alexander Whelden	J. & W. R. Wing Jumes H. Howland
Kathleen	do	. 319	Charles H. Robbins	J. & W. R. Wing
LagodaLagoda	do do		Charles W. Fisher	Jona. Bourne, jr David B. Kempton
Louisiana	Ship	. 99	William H. Haskins .	Thomas Nye, jr
Mary and Susan	Bark	. 40	Philip Howland	. Thomas Knowles & Co.
Minerva Smyth	Ship Berkdo	99	1 Edward Penniman	Gid. Allen & Sou
Morning Star Napoleou Northern Light	Ship	. 36	William C. Fuller 3 Benjamin Clough	S. Thomas & Co
Orray Taît	do	. 3		S. Thomas & Co William P. Howland
Roman		3	John C. Hamblen Moses G. Tucker	John R. Thornton
Spartan	1	3	33 Leonard B. Brownson	
Stella	Barkdo		38 Seth M. Blackmer James G. Sinclair	Jona, Hourne, jr
Sunbeam	do .	3	66 D. C. Barrett	J. & W.R. Wing
Thomas Winslew Tropic Bird Wm. Thompson	do .	1	John Grinnell 1930 Charles H. Hagar 195 F. C. Smith	John Hicks William P. Howland. William C. N. Swift
Young Phonix	do .		377 Tristram P. Ripley.	William Phillips & So
Fairhaven, Mass.			one Frank h Wes	Damon & Judd
Alto	Bark.		236 Joseph P. Nye	L'ALLOH OF GALLET

Captain.	Managing owner er agent.
e E. Stanton e Taber min B. Handy I H. Bartlett na Davis	Gideon Allen & Soa S. Thomas & Co I. H. Bartlett & Sons Henry Tabor & Co Wood & Nye
niah Ludlow L. Cleaveland Gray	C. R. Tucker & Co
el Ence an S. Smith min H. Halsey	G. & M. Howland Charles Hitch & Son Swift & Perry
s Cottle, jr	J. & W. R. Wing James H. Howland
es H. Robbins	J. & W. R. Wing
h Stowell en W. Fisher is M. Cottle	Jona, Bourne, jr David B. Kempton
am H. Haskins	Thomas Nye, jr
Howland	Thomas Knowles & Co.
Sherman rd Penniman o O. Aveline	J. H. Bartlett & Sons Thomas Knowles & Co. Gid. Allen & Son
rs E. Allen am C. Fuller min Clough A. Lapham	S. Thomas & Co Charles Tucker Jona. Bourne, jr James B. Wood & Co
e J. Parker M. Honeywell	S. Thomas & Co William P. Howland
C. Hamblen G. Tucker	E. C. Jonea John R. Thornton
rd B. Brownson.	David B. Kempton
f. Blackmer G. Sinclair	Loum Snow
Barrett	J. & W. R. Wing
Grinnell s H. Hagar mith	John Hicks
am P. Ripley	William Phillips & Son.
P. Nye	Damon & Judd

		Date-	Resul	t of ve	yage.	
Whaling- ground.	Of arrival.	Sperm-oil.	Whale oil.	Whalehone.	Remarks,	
Atlantic	June 91 June 91 Apr. 19 Sept. 3 Sept. 96	Ang. 95, 1985 Nov. 13, 1:45 Dec. 19, 1:65 Dec. 7, 1:65 July 25, 1:60	Bbla. 139 15 110 11s	Bbls. 398 206 1, 550		Built at Fairhaven 1864. Sent home 110 whale, 2,800 pounds bone. Sent home 139 sporm, 2,305 whale, 64,45
North Pacific.	Oct. 19					pounds bone. Captured and burned by the Shenandoab i
Atlantic	May 29 June 1	Nov. 2, 1865 May 18, 1868	494 151	10 001		Behring Strait June, 1865. Sent home 215 aperin. Captain Gray died at Guam March 94, 1965 captured by the Shenandoni in Behring Strait June, 1865; bonded because Cap tain Gray's widow was on board; sen
Ind. and Pac Indian Ocean North Pacific	Aug. 25 Sept. 1 July 27	Apr. 25, 1869 Oct. 13, 1867 Mar. 26, 1868	119 1,600 81	667 70 1, 147		home 110 sperm, 965 whale, 38,333 bone. Seat home 1,075 whale, 13,500 bone. Sent home 700 pounds bone. Captain Halsey came home sick 1868; Cap tain Green came home 1867; sent home
Atlantic North Pacific	July 19 June 15	Nov. 12, 1866 May 39, 1871	250	1, 860		969 sperm, 1,558 whale, 39,379 bone. Sont home 565 sperm. Altered from a ship 1864; Captain Whelden came home sick 1865; sent home 38 sperm, 6,689 whale, 48,473 toounds hone.
Indian Ocean	June 25	May 23, 1867	200	900		sperm, 6,689 whale, 48,474 pounds bone. Sont home 8e0 sperm, 1,250 bone; Captai Robbins came home sick 1865.
Pacific Ocean	Aug. 25	June 25, 1868	1, 307	30		Sent home 241 sperm. Sent home 88 sperm, 1,727 whale, 37,100 bone
Atlantic	July 25 May 28	May 23, 1869 Aug. 18, 1865	163 21	1, 092	18, 191	Altered from a brig 1864; bought from
Indian Ocean Pacific Ocean	Apr. 25 Aug. 30	July 3, 1867	850			Altered from a brig 1864; bought from Westport 1863; sent home 155 sperm. Lost in Kotzebne Sound July 9, 1865; of saved; sent home 147 sperm 21 whale. Captain Howland died at sea November 11 1866; sent home 917 sperm, 94 whale, an
Atlantic North Pacific Hudson's Bay	Mar. 15 Oct. 12 Apr. 24	Dec. 6, 1964 Apr. 12, 1868 Oct. 28, 1864	972 6 100	1, 314	22, 671	600 bone. Returned to whating 1864. Fourth mate drowned at New Zealand 1866 Sent home 227 sporm, 2,082 whale, and 36,200 bone.
do	May 14 May 31	Oct. 14, 1865	1, 300	1, 170	17, 900	
North Pacificdodo	Dec. 8 Apr. 19	Sept. 8, 1867 Aug. 5, 1867 Apr. 6, 1868	1, 350	450 674	1, 400	Sent home 151 sperm and 800 bone. Sent home 14,200 bone. Captain Lapham died at Plover Bay Augus 29, 1867; sent home 407 sperm, 2,43 whale, and 46,411 bone.
Hudson's Bay Atlantic	Apr. 9 Mar. 1	Oct. 6, 1965 Sept. 10, 1964	99	479	7, 250	Returned on account of illness of Captain
Pacific Ocean North Pacific	July 14 Dec. 5	Apr. 27, 1868	156	1,000	9, 060	Honeywell; sent home 270 sperm. Sent home 588 sperm and 2,284 whale. Captured and burned by the Shenandon
do	Nov. 23	Oct. 99, 1865	941			Captured and burned by the Shenandoa 1865; value, \$48,000 and catchings. Bought from Nantucket 1864; sent hom
Atlantic Pacific Ocean	Aug. 10 June 22	May 8, 1866	498	995		332 sperm. Sent home 1,280 bone. Albert H. Wright, fourth mate, died Jul 4, 1866; sent home ?! sperm, 720 whale and 13,750 bone; put into Sydney in the tress and was condemned April, 1865; re fitted, renamed Onward, and saided under
North Pacific	Nov. 2	Apr. 27, 1868	903	660	8, 028	English flag. Seut home 167 sperm, 806 whale, and 7,40 bone.
Atlantie	Mar. 15	July 23, 1865 May 21, 1865	93	300		Sout home 150 sperm.
do Norti: Pacific	Jan. 4 June 25	May 21, 1865	83	93		Sent home 200 sperm. Sent home 316 sperm; captured and burne by the Shenandeah off Cape Thaddeu
Ind. and Pac	May 14	Mar. 21, 1866	1, 025	463	9, 600	1865; value, \$56,000 and catchings. Shipped 400 whale to London from Cap Town; sent home 455 sperm, 224 whale and 4,070 bore.
Atlantic	Nov. 19	Oct. 94, 1866	154			Sent home 14 sperm and 2 whale; sold t New Bedford 1867.

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1864.				
Fairhaven, Mass.—Continued. Oxford	Brig	130	John Charry	Damon & Judd
Tekea William and Henry	Ship	143 961	John R. Taber Charles F. Stetson	do
Sippican, Mass. Admiral Blake	Schooner do	190 101	William C. Hathaway. Zenas F. Eldridge	A. J. Hadleydo
Westport, Mass. Elisabeth	Bark do do do	270 1⊭0 194 150 266	Hiram Francis Thomas H. Macy Stephen Flanders Weston M. Tripp Otis F. Hambles	Andrew Hicks
Edgartoson, Mass.	Ship	372	— Osborn	Abraham Osborn
Nantucket, Mass.	Schoone	80	Zenas M. Coleman	J. B. Macy
Provincetown, Mass. A. H. Brown Alleghany Alexander E. B. Conwell	Schoose do do	95	- Rich Nickerson	E. & E. K. Cook Daniel C. Cook Johnson & Cook David Conwell
R. Gerry Ellen Kispah Emporium G. W. Lewia Montezuma N. J. Knights Quickstep Sassacus	do	96 110 96 119	Sinth Dyer Sinth Dyer Sinth Sinth	Stephen Cook & Co. D. C. Cook Taylor Freeman & Hilliard D. Conwell E. & E. K. Cook
V. Doane	do			Samuel Soper
Boston, Mass. S. N. Smith Wm. Martin	Schoonedo			Heman Smithdo
Mattapoisett, Mass. Sarah	. Bark	17	Elisha B. Handy	J. R. & W. L. Taber
New London, Conn. Arab	Bark Schoone do	19	James T. Skinner Bellows	Moses Darrow R. H. Chappell
Geo, and Mary	Bark.			
Georgiana	Brig Schoon do do Bark	or 10	Chapell King Newbury	Williams & Haven R. H. Chapell S. Chapman Williams & Haven Lawrence & Co

able showing returns of whaling-result

Captain.	Managing owner or agent,
Charry	Damon & Judd
R. Taber	do
am C. Hathaway . a F. Eldridgo	A, J, Hadleydodo
m Francis nas H. Macy hen Flanders ton M. Tripp F. Hamblen	Andrew Hicks Henry Wilcox Henry Smith A. Hicks
- Osborn	J. B. Macy
- Higgins - Kich - Nickerson - Marshall	
Remington Sinith Dyer Holmes Leach Dyer Ryder Cook	D. C. Cook Taylor Freeman & Hilliard D. Conwell E. & E. K. Cook do
Freeman	
— Martin — Cook sha B, Handy	Heman Smithdodo
— Church nes T. Skinner — Bellows — Rogers	Moses Darrow
Keeney Chapell King Newbury Turner	. R. H. Chapen

	Date— Result of voyage.					
Schaling- ground.		Of arrival.	Sperm-off.	Whale-oil.	Whalebone.	Remarks.
Hudson's Bay	May 5	May 31, 1865	Bbls.	Bbls.	Lbs.	Sailed once and returned April 16, icaking 1,000 strokes per hour: Capitain Charry was presented with an eigant sextant by the British government, for reacting the crew of English bark Jonan hurned at sea; sent home 50 whale and 705 home.
Atlantic North Pacific	Jan. 23 Nov. 23	Sept. 99, 1865 May 45, 1868	35 196			to use home
Atlantic	Apr. 99 May 20	Oct. 19, 1864	15	3	9	Supposed to have foundered at sea with all on board.
Atlantio	May 90 June 15 Oct. 3	Aug. 14, 186 Aug. 5, 186	6 66 66 36 7 95	0 3	9 50	. Sent home 325 sperm.
North Pacific	Aug.	Oct. 4, 186	18	1,3		Sent home 184 sperm, 1,661 whale, and 70,000 bone.
Atlantic	May	Sept. 12, 18	84	80	100	. Sold to Dartmouth.
Atlantie	Feb. 1	0 Aug. 39, 18	64		349 1, 3 102 80 25	Sent home 107 sperm. Bailed under Captain Kilburn, who died at Isle of Sal, January 10, 1865; sent home 40 sperm and 180 whale.
do	Oct. Oct. Feb. Jan. Jan.	2 Jan. —, 1 25 Aug. 22, 1	365	30 63 103 71 79 90 924 169	32 227 1, 140 110	Sent home so sperm.
do	Mar.			136 138	119	500 400
Atlantic	June		1965 1965	190 80	100 970	Added 1364; sent home 84 sperm.
Atlantic	July	15 Nov. 23,	1864	21	5	••••
Hurd's Isla Hudson's H Cum. Inlet Hurd's Isla	ay May Aug July	31 Sept. 20,	1864	53	1, 692 300 4	Added 1864; sold to Groton 1866. Bought from Boston 1864. Tender to the Roman; host September 17, 1866, on Hurd's Island. Bought from Gloucester 1864; formerly of
Cum. Inlet Hudson's I ûo Greenland Hurd's Isl	Bay. Jun Jun Ma	. 13 Oct. 10, e 30 Sept. 18, le 8 Oct. 28, y 28 Sept. 11. g. 18 May 17	1865 . 1865 . 1864 .		766 13 Clean Clean 287 1, 734	Do. 75,000

		1		
Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1864.				
New London, Conn.—Continued. Monticello	Bark do	356 — 259 —	Chapell Hempstead	R. H. Chapell
P1	do	235 E	benezer Morgan	do
Pioneer	do	134 -	Church	R. H. Chapell
Roswell King S. B. Howes	do	101 -	Spicer	Williams & Haven Lawrence & Co
S. B. Howes Somerset	do	2)1 -	Ward	Lawrence of Co
Sag Harbor, N. Y.	Bark	301 -	Jennings	H. & S. French
Balæna	do	985	Rogers	O. R. Wade
Concordia	do	165 I	Davis C. Osborn Pierson	Davis C Osborn
Pacific	do	314 }	Huntting	O. R. Wade
Union		. 300		
1865.				
New Bedford, Mass. A. R. Tucker	Bark	. 218	Asa Gwinnell	J. & W. R. Wing Loum Snow & Son
A. R. Tucker	do	. 333	O. G. Robinson	Louin Show of Southern
Adeline	Shipdo	425 345 303 159 367	John M. Soule Edward E. Jennings Lawton Tim. C. Packard M. C. Fisher Benj. F. Wing James O. Aveline	Edward W. Howland Jonathan Bonrne, jr Edmund Maxield
Awashonks	do	349	Ariel Norton	J. & W. R. Wing
Callao	do	324	Roswell Brown	Henry Taber & Co
	do	261	Henry Eldridge	William Hathaway, jr
Cherokee	de		Charles H. Gifford	
Cicero	do	252		L. Snow & Son Swift & Perry
Courser	Bark.	1	Joseph Hamblen, jr	Charles Tucker
Daniel Webster Daniel Wood	Ship . Bark.	336		S. Thomas & Co James B. Wood & Co
DesdemonaEagle	do .			G. & M. Howland Swift & Perry
Eliza	do .	356		Thos Knowles & Co J. B. Wood & Co
George	Bark.	988	William L. Davis .	Gideon Allen & Son

FISH AND FISHERIES.

Table showing returns of whaling-vessels

Dezer Morgan	Captain.	Managing owner or agent.
Church R. H. Chapell Spicer. Williams & Haven Lawrence & Co Jennings. H. & S. French Lawrence & Co Jennings. H. & S. French Lawrence & Co Jennings. H. & S. French Sie C. Osborn. Davis C Osborn. Pierson. H. & S. French. Huntting. O. R. Wade Huntting. O. R. Wade Loum Snow & Son. C. R. Tucker & Co Dennis Wood Edward W. Howland. Edward W. Howland. Edward W. Howland. Edward W. Howland. Loum Snow & Son. M. Sonle Ward E. Jennings Lawton In M. Sonle Ward E. Jennings Loum Snow & Son. Dennis Wood Edward W. Howland. Edward W. Howland. Edward W. Howland. J. & W. R. Wing. Jonathan Bourne, jr. Edmund Maxield J. & W. R. Wing. Swift & Alien Swift & Perry Dennis Wood Swift & Perry Charles Tucker. Enjamin Kelley S. Thomas & Co James H. McKenzie Swift & Perry J. Bourne, jr. Swift & Perry J. Bourne, jr. Swift & Perry J. Bourne, jr. Swift & Alien. Swift & Perry J. Bourne, jr. Swift & Perry J. Bourne, jr. Swift & Perry J. Bourne, jr. Swift & Alien. Thos Knowles & Co J. B. Wood & Co S. Thomas & Co J. B. Wood & Co Swift & Perry Swift & Perry J. Bourne, jr. Swift & Alien. Thos Knowles & Co J. B. Wood & Co	– Chapell – Hempstead	R. H. Chapell Williams & Haven
Spicer	nezer Morgan	do
Jennings		
Rogers O. R. Wade Davis C Osborn Divis C Osborn Davis C Osborn Divis C Osborn Div	- Spicer - Ward	Williams & Haven Lawrence & Co
Herson Hanting O. R. Wade O. R. Robinson Loum Snow & Son Loum Snow & Son C. R. Tucker & Co. Dennis Wood Edward W. Howland Lawton Edward W. Howland Maxield J. & W. R. Wing J. & W. R. Wing Swift & Allen O. Son Cook A. Howland C. Fisher J. & W. R. Wing J. William Hathaway, jr J. W. R. Wing J. W. Phillips & Sou J. Snow & Son Swift & Perry J. William Hathaway, jr J. B. Wood & Co. J. B. Phinney J. B. Phinney J. S. Thomas & Co. J. J. B. Wood & Co. J. B. Phinney J. B. Phinney J. B. Phinney J. Bourne, jr J. Fonsich Sougherty Villiam H. Kelley J. B. Wood & Co. J. J	_ Jennings	
A Gwnnell J. & W. R. Wing Loum Snow & Son Ward E. Jennings Dennis Wood Edward W. Howland J. & W. R. Wing Lawton Edward W. Howland J. & W. R. Wing J. & W. R. Wing J. & W. R. Wing Sowell Brown Henry Taber & Co William Hathaway, jr. Wing William Hathaway, jr. Wing L. Snow & Son Swift & Perry Swift & Perry Charles Tucker Spannes M. Witherell Since M. Howland Swift & Perry Swift & Allen Swift & Swift & Co J. B. Wood &	Rogers	O. R. Wade Davis C Osborn
in M. Soule ward E. Jennings Lowrice Lawton Lawton Lawton C. Packard Jonathan Boarne, jr. Edmund Maxicid. J. & W. R. Wing. Swift & Allen control Eldridge Milliam Hathaway, jr. Marles H. Gifford Mohn H. Paun L. Snow & Son Swift & Perry cenjamin Kelley S. Thomas & Co. James H. Wood & Co. B. Phinney B. H. McKenzie ames M. Witherell. J. Bourne, jr. Swift & Perry J. Bourne, jr. Swift & Allen Thos Knowles & Co. J. B. Wood & Co.	Pierson Huntting Hedges	H. & S. French
ward E. Jennings Dennis Wood Lawton Edward W. Howland n. C. Packard C. Fisher G. Fisher Edmund Maxield Density Density Edmund Maxield Density Density Edmund Maxield Density Density Edmund Maxield Density Density Edmund Density	a Grinnell	J. & W. R. Wing Loum Snow & Son
J. & W. R. Wing	Lawton	Dennis Wood Edward W. Howland
bawell Brown	m. C. Packard C. Fisher nj. F. Wing mes O. Aveline	Jonathan Bourne, jr Edmund Maxifeld J. & W. R. Wing Swift & Allen
william Hatbaway, ir. warles H. Gifford Wm. Phillips & Sou bhn H. Pann L. Snow & Son scob A. Howland Swift & Perry ceph Hamblen, jr. Charles Tucker enjamin Kelley S. Thomas & Co James B. Wood & Co B. Phinney G. & M. Howland swift & Perry ames M. Witherell Swift & Perry ames M. Witherell Swift & Allen Trancis Dougherty Swift & Allen Trancis Dougherty J. B. Wood & Co J. B. Wood & Co J. B. Wood & Co	iel Norton	J. & W. R. Wing
Anries H. Gifford Wm. Phillips & Sou Annies H. Gifford L. Snow & Son Swift & Perry Charles Tucker enjamin Kelley S. Thomas & Co B. Phinney G. & M. Howland as. H. McKenzie Swift & Perry B. Phinney G. & M. Howland Swift & Perry J. Bourne, jr Swift & Allen Thos Knowles & Co J. B. Wood & Co J. B. Wood & Co J. B. Wood & Co	oswell Brown	Henry Taber & Co
Anales H. Gifford Wm. Phillips & Sou John H. Pann L. Snow & Son Swift & Perry Seph Hamblen, jr Charles Tucker enjamin Kelley S. Thomas & Co James B. Wood & Co B. Phinney G. & M. Howland swift & Perry ames M. Witherell J. Bourne, jr Swift & Allen Thos Knowles & Co J. B. Wood & Co Swift & Allen Thos Knowles & Co J. B. Wood & Co	enry Eldridge	William Hathaway, jr
ceph Hambien, jr Charles Tucker		Wm. Phillips & Sou
ceph Hamblen, jr Charles Tucker	ohn H. Paun	L. Snow & Son Swift & Perry
B. Phinney		
ames M. Witherell. ames M. Witherell. J. Bourne, jr. Swift & Allen. Transis Dougherty. Villiam H. Kelley. J. B. Wood & Co.	enjamin Kelley osiah Richmond	S. Thomas & Co James B. Wood & Co
CIA - Allen & Son	B. Phinney as. H. McKenzie.	G. & M. Howland Swift & Perry
and an Atlante Son	ames M. Witherell ohn Steen Francis Dougherty Villiam H. Kelley	
	William L. Davis .	Gideon Allen & Son

HISTORY OF THE AMERICAN WHALE FISHERY.

	Da	ite-	Result	of vo	yage.		
Whaling- ground.	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.		Remarks.
Budson's Bay Pacitic Ocean	June 30 May 28	Sept. 21, 1865 May 8, 1869	Bbls.	97	1 3, 900	Ad	ided 1964; Charles N. Marsh, third mato, iled at Honolulu December 2, 1866; sent nome 567 sperm, 1,660 whale, and 19,560 none. due bost voyage on record; sold at
Hudson's Bay	June 4	Sept. 18, 1865	1	1	1 22, 65	0 Ma	ade best voyage on record; \$35,800; cargo worth \$150,000. nt home 1,100 whale and elephant and
Desol'n Island.	Aug. 23	Apr. 30, 1867	1	10	99 3,00	1	4,000 Done; added 1.04.
Greenland Desol'n Island .	Apr. 19 June 4	Oct. 5, 186			3,00	134	ought from Boston 1804; ought from Baltimore 1864; lost on Deso- lation Island August 26, 1864.
Atlantic		May 25, 186	1	1	70 9	00	ought from New Bedford 1863; sent homo 122 sperm, 183 whale, and 3,600 bone.
Hudson's Bay. Pacific Ocean. South Atlantic Atlantic South Atlantic	July 26 Nov. 28	No report		35	30	31	lought from Sandwich 1864; Captain Bought from New Bedford 1864; Captain Pierson died at Pernambuco Oct., 1864, ent home 275 sperm; withdrawn for freighting 1868.
Atlantic North Pacific	Nov.	Oct. 7, 18 Sept. 6, 18 9 July 26, 18	71 1		600		Sent home 176 sperm, 200 whale 1,200 bone. Mr. Taber, first mate, and boat's crew lost while fast to a whale July, 1866; Caotain Robinson came home 1869; sent home 128 sperm, 2,092 whale, 35,50 bone home Sent home 164 sperm, 449 sh 150 bone home.
Pacific Ocean North Pacific	June %			670	566 9,	796	Sent home 679 sperm, 972 bone. Sent home 679 sperm, 972 bone. Bought from Nantucket 1865; sold and broken up 1872; sent home 807 whale.
Hadson's Bay Atlantic Indian Ocean North Pacific	June	3 Apr. 12, 1	805	340 · · · · · · · · · · · · · · · · · · ·	038-16, 037-7, 285	496	Sent home 214 sperm, 22 whale. Sent home 40 sperm 675 whale, 6,000 bone. Bought from Westpert 1e65; Capitain Ave- line came home sick 1868; sent home 360 sperm 2 293 whale, 33,685 bone; sold to
do	Oot.	11 June 3, 1	870	30	696 10	, 237	Sent home 358 sperm, 8,040 whate, 23,500
Atlantic		15 Oct. 11, 1	670	853	1	••••	Jos. B. Baker, firstmate, drowned while last to a whale March 18, 1866; sent home
Indian Ocean	Sept.	11 June 10, 1	869	200	436	643	Sent home 439 aperin, 400 whate,
Atl. & India	n May	13 Apr. 22, 1	1868	937	600 3	3, 201	sperm, 450 whale, 3,350 bone.
North Pacific		17 Sept. 3, 10 Dec. 10,	1869 1867	60 850	280 70		Bought from Faimouth 2001,
North Pacifi			1869	315	190		1.810 sporm. 30 whale. Scut home 226 sporm, 400 whale. 9 223 bone; towed into Newport dismasted by a gale, homeward bound.
Hudson's Bo North Pacif		20 Nov. 14,	1966		703 1	1, 500	Altered from a ship 1865; sent home 304 sperm, 595 whale, 10,500 bone; lost on breach Frigate Shoal April 14, 1867.
Indian Ocer North Pacif	n Sept	June 1,	1869	698	20	2000	Sent home 3,100 whale, 40,000 bone; lost on Sea Horse Island (Ochotsk) September
Pacific Oce Atlantic	Jun Aug Bo July	6 6 Apr. 22 5 1 Sept. 16 7 11 Apr. 25	1860 1867 1870	1, 005 151 950	1, 200		Sent home 105 sperm, 1,234 whale, 2 300 bone. Sent home 257 sperm, 1,234 whale, 2 300 bone. Sent home 648 sperm, 2,879 whale, 44,346 bone.
ob	Oct	24 July 6	, 1869	5	49%		Out Home to aparting

Name of vessel.	Class.	Товияде.	Captain.	Managing owner or agent.	
1865.					
New Bedford, Mass.—Continued.	Part.	950	Samuel F. Davis	G. & M. Howland	
leorge & Susan	Bark	000	Alex'r A. Trip	C. Tucker	
Herald	Ship	303	Gillis	I. H. Bartlett & Sons	
Hunter Glander	Bark	1 1	Alden Besse	J. Bourne, jr	
James Allen	do		Rben Pierce		
Jam63	Ship	321	F. C. Smith	Swift & Perry	
John Wells	Bark	1		William O. Brownell	
Lancer Leonidas Louisa Lydia	Ship Bark do	395 1½s 316 351	William J. Macy Eben Cook Reuben W. Crapo Thos. B. Hathaway	Joshua Richmond David B. Kempton Swift & Allen Edmund Maxifeld	
Marcella Massachusetts	do	210 364		Chas. R. Tucker & Co Swift & Allen	
Mars Mary Frazier	do	270 288 326	William Allen } Andrew J. Fuller	Wm. U. Brownen	
Milton . Minerva Smyth	ShipdoBarkdo	388 335 254	Charles Grant Obed Sherman Isaac Allen	Henry Taber & Co I. H. Bartlett & Sons G. Allen & Son do	
Nautilus	do	1		James B. Wood & Co	
Norman	do	. 338	Peter E. Childs	. Chas. S. Randall	
Ocean Ohio Oscoola, 3d Ospray Pacific Petrel	Ship do do do Schoone Bark	200 236 365 3 90	James W. Staplewood Peleg Cornell Peter Gart'and James R. Allen John S. Howland	John R. Thornton L. Snow & Son Jacob B. Hadley Swift & Allen Swift & Perry Chas Thatcher & Co Taber, Read & Co	
President . President , 2d . Rainisw . Reindeer . Robt. Morrison . Roscius . Roscoe .	do	189 474 450 301	Benjamin D. Gifford. Nohemiah Baker George W. Raynor Charles P. Worth Ezra W. Crapo Geo. H. Macomber Aaron C. Baker	L. Snow & Son John P. Knowles, 2d.	
Sea Breeze	do	47	Jas. A. Hamilton,	Jona. Bourne, jr	
Seine	do Bark			J. P. Knowles, 2d J. & W. R. Wing	
Spartan	Ship	33	Daniel W. Gifford		
St. George	do		08 George H. Soule	1 t. Co	
	Bark		06 Chas. B. Barstow	J. &. W. R. Wing	

FISH AND FISHERIES.

Table showing returns of whaling-ressels

Captain.	Managing owner or agent.
uel F. Davis x'r A. Trip Gillis en Besse nard Holley n Pierce	G. & M. Howland C. Tucker I. H. Bartlett & Sone. J. Bourne, ir David B. Kempton G. Allen & Son Swift & Perry
con Dean	William O. Brownell Joshua Richmond David B. Kempton Swift & Allen Edmund Maxfield
nry B. Chase than B. Wilcox	Chas. R. Tucker & Co Swift & Allen
orge Gray	Chas. Tucker Wm. O. Brownell
arles Granted Sherman ac Allenorge W. Bliven	G. Allen & Sondo
illiam Davis ter E. Childs	
bert D. Barber mes W. Staplewood leg Cornell ter Gart'and mes R. Allen hn S. Howland imond Kelley	Swift & Allen Swift & Perry Chas. Thatcher & Co Taber, Read & Co
onjamin D. Gifford chemiah Baker corge W. Raynor carles P. Worth cra W. Crapo co. H. Macomber aron C. Baker	Edmund Maxfield Wm. Gifford Edward W. Howland T. Knowles & Co. Wm. Penn Howland L. Snow & Son John P. Knowles, 2d
a. A. Hamilton,	Jona. Bourne, jr
bner Smith ohn M. Shaw	J. P. Knowles, 2d J. & W. R. Wing
aniel W. Gifford	
eorge H. Soule	Taber, Read & Co

HISTORY OF THE AMERICAN WHALE FISHERY.

	Da	ate-	Result	of vo	yage.	
Whaling- ground,	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	Remarks.
at 4 Tudlen	June 1	Aug. 2,1868	Bbls. 639	Bbls.	Lbs. 1, 32	Altered from a ship 1865; sent home 4°6 sperm, 437 whale, 2 300 bone.
Atl. & Indian	June 14	July 29, 1868 Nov. 12, 1866	300 115	10		Sent home 496 sperm.
do	Apr. 19 Ang. 31	Oct. 22, 1867	400	1, 400	5, 00 4 2, 20	nome sick 1900; selle literate
North Pacific	Nov. 11 Aug. 24	June 12, 1869 June 7, 1870	279 70	94	7 13, 13	417 sperm, 2.083 whate, 35.715 bond. Sent home 135 sperm, 1,836 whale, 25,480
do	Deo. 6	June 8, 1871	65	34	7	bone. George G. Faville, fourth mate, killed by a whole December 27, 1867; Captain Jas. M. Green, whotook Captain Smith's place, died 1870; sent home 731 sperm, 2,161 whale, 6 221 bone.
North Pacific .	Sept. 20	Aug. 13, 1869	1		0	
Atl. & Indian . Atlanticdo North Pacific .	. June 13	May 1, 1869	470	27	1 70 1, 0	Sent home 95 sperm, 36 whale. Sent home 918 sperm, 36 whale. Added 1865; sent home 33 sperm, 504 whale, 10,998 bone.
Atlentic North Pacific .	Apr. 25 Aug. 15	Apr. 13, 186 May 10, 187	8 3	5 1,0	5 16, 0	[1,000 bone.
Pacific Ocean . Atlantic	Oct. 29 June 2: Sept.	Aug. 13, 186 Sept. 1, 186	8 1,03 7 35 9 35	6 2	62 50 2, 0 02 10, 4	480 Sent home 104 sperm, 1,501 whate, 15,010
Pacific Ocean	Aug. 1	Tuna 90 186	0 1.3			Sent home 1,568 sperm.
Atlautic Hudson's Bay North Pacific	Apr. I	9 1404. 1 100	16 3	37 9	23 14, 00 10,	000 Sent home 346 sperm, 1,833 whate, 51,51
do	1	June 12, 186	10		176 1,	585 Altered from a ship 1865; sent home 136 sperm, 1,080 whale, 18,818 bone.
do	Oct. 1	2 May 26, 18	71	74 3	376 1,	Childs came home 1867; sent home 457
Atlantic	Sept.	5 June 23, 186 6 Apr. 18, 184 4 Aug. 14, 189 9 Oct. 27, 18 13 Oct. 13, 184 1 July 23, 18	69 3 68 3 66 3	87 65 12 75	2	Sant nome big sperin, so whate,
dodododododo	June 1	Apr. 8, 18	69	28 16	650 2, 138 471	000 Sent home 152 sperm, 400 whate, 2 900 bone. 450 Added 1865. Sent home 208 sperm, 1,817 whale, 42,351 bone.
Atlantic North Pacific do Atl. & India	June	12 Apr. 20, 16 13 Apr. 20, 16	100	993		440 Dene nome on observed
Atlantic North Pacific Atlantic	Apr.	1 Sept. 15, 18	366 1,	122 450 180	81	Sent home 554 sperm, 1,128 whate, 1,550 cone. Bought from Mattapoisett 1865; sent home
North Pacific				1,	340 17	7,531 Abram Cuffee, first mate, and Stillman Smith, fourth mate, died 1866; Captain Hamilton's term of shipment expired
do Atlantie	Nov. July	2 May 7,1	870	209	30	Sent home 280 whale, 1,165 bone. Took on voyage 210 sperm, 50 whale; wrecked and condemned at Barbadoes
South Atlan				287		Sailed once and returned with caprain sick sent home 386 sperm, 100 whale, 400 bone.
North Pacif				420	270	3, 200 Formerly in South American trace; added 1865; sent home 148 sperm, 2,046 whale, 34,392 bone. Sent home 175 sperm, 48 whale.
Atlantic	Nov.	20 Oct. 18, 1	1867 [240		sent nome its sperm, to waste

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1965.				
New Bedford, Mass.—Continued.	ghi-	439	William Weeks	William Watkins
Swallow	Ship			T Knowles & Co
Tamerlane Thomas Dickason	Bark Ship		Joshua B. Winslow Nathaniel Jernegan	G. & M. Howland
Thomas Winslow	Bark Ship	384	John Grinnell Jacob Taber	C. R. Tucker & Co
Trident	Bark	449	Jetur R. Rose	Swift & Perry
Triton	do do	300 920 124	John W. Cornell Lemuel P. Adams Abner Smith	J. & W. R. Wing W. P. Howland J. P. Knowles, 2d
Vigilant Washington	do	282 344	William Childs Silas G. Baker	W. Watkins
Wave Willis	do	197 164	Elisha B. Handy Bradford C. Briggs	T. Knowles & Co Andrew H. Potter
Fairhaven, Mass.	Co	9.1-	William Washburn	Tripp & Terry
General Scott Oxford President	Ship Brig Schooner	130	Nathan Briggs	F. R. Whitwell, jr
Tekoa	Brig	. 143	Jos. D. Benjamin	Damon & Judd
Dartmouth, Mass.				William Potter, 2d
Matilda Sears	Bark	303	William D. Gifford	William Poster, 20
Sippican, Mass.			(Wm.C. Hathaway	A. J. Hadley
Admiral Blake	. Schoone		Wm. C. Hathaway Arthur H. Hammond John A. Kelley	A. J. Hadley
Herald	. Brig	17	Juli A. Keney	
Westport, Mass.	Bark	27	Hiram Francis	. Andrew Hicks
Elizabeth	do	24	9 John E. Barker	Andrew Hicks
Sea Fox	do	1	David E. Allen	do
Edgartown, Mass.				Grafton N. Collins
Champion	Ship	40	00 Worth	Granton N. Comms
Nantucket, Mass.			200	Freeman E. Adams
E. H. Adams	Bark	er li	Zenas M. Coleman Charles W. Hussey	
Provincetown, Mass. A. H. Brown		8	31 95 — Dyer 75 — Carlow	Johnson & Cook
Antarctic	do	13	36 {Cornell	Stephen Cook
C. H. Cook E. H. Hatfield		10	49do	E. & E. K. Cook
E. H. Hatfleld Ellen Rispah Emporium		- 1	00 Smith Chandler	Stephen Cook & Co.

FISH AND FISHERIES.

able showing returns of whating-ressels

Captain.	Managing owner or agent.
	and production of the second o
am Weeks	William Watkins
na B. Winslow aniel Jernegan	T. Knowles & Co G. & M. Howland
Grinnell	John Hicks C. R. Tucker & Co
r R. Rose	Swift & Perry
w. Cornell uel P. Adams er Smith	J. & W. R. Wing W. P. Howland J. P. Knowles, 2d
liam Childs G. Baker	W. Watkins
ha B. Handy lford C. Briggs	T. Knowles & Co Andrew H. Potter
liam Washburn han Briggs Bourne	Tripp & Terry Damon & Judd F. R. Whitwell, jr
. D. Benjamin	Damon & Judd
lliam D. Gifford	William Potter, 2d
m. C. Hathaway thur H. Hammoud nn A. Kelley	A. J. Hadley Henry M. Allen
ram Francis bn E. Barker hn Horan	Andrew Hicks Henry Wilcox Andrew Hicks
vid E. Allen	do
Worth	Grafton N. Collins
enas M. Coleman . narles W. Hussey.	Freeman E. Adams Jos. B. Macy
Dyer	
Cornell Hill Cook	
do	E. & E. K. Cook
Smith	Stephen Cook & Co

HISTORY OF THE AMERICAN WHALE FISHERY.

	D	ate—	Result	of voya	ge.			
Whaling- ground.	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	Remarks.		
Indian Ocean North Pacific	Sept. 9 Aug. 23 Oct. 21	Oct. 19, 1868 May 30, 1869 July 15, 1869	1,632	1.448	000	Charles F. Brown, second mate, drowned while fast to a whale December 25, 1865. Sent home 341 sperm, 99 whale, 9,375 bone, Sout home 443 sperm, 1,018 whale, 30,993		
Atlantic North Pacificdo	Oct. 25 Sept. 22 Nov. 16	Apr. 23, 1867 Aug. 9, 1869 June 10, 1871	40 100	210 1, 800 2, 000	500 0, 000	bone. Sent home 133 sperm, 37 whale, 450 bone. Bought from Nautucket 1865; sent home 280 sperm, 2,316 whale, 49,911 bone. Altered from a ship 1865; sent home 81 sperm, 4,074 whale, 36,7c9 bone.		
Atlantiododo	June 12 June 23 May 12	May 31, 1868 Nov. 11, 1866 July 14, 1865	139 255 59	i		Sert home 153 sperm. Sailed again in August under Captain John Dinmick and was lost off Western Islands September 27, 1865.		
North Pacific .	May 18	Oct. 13, 1837				Sent home 25 sperm. Sent home 425 sperm, 1,590 whale, 21,619 bone; condemned at San Francisco Au- gust, 18:8. Sent home 115 sperm. Bouglit from Mattapoisett 1865; badly strained by cutting in in rough weather; strained by cutting in in sent sent home 408		
do	Aug. 15	Oct. 5, 186	239	1, 480		strained by cutting in in rough weather; condemned at Fayal 1866; sent home 408 sperm, 180 whale, 800 bone. Sent home 75 sperm, 915 whale, 37,577 bone.		
North Pacificdodo	Nov. 6	Dec. 4, 1865		240	5, 500	Bought from New Bedford 1865; formerly a coaster; no report.		
Pacific Ocean	May 18	Apr. 8, 186	365	713		Sent home 1,103 sperm, 42 whale, 8,000 bone.		
Atlanticdo	May 5 Dec. 20 Oct. 2	Aug. 21, 186 Nov. 4, 186 Aug. 9, 186	5 285 6 130 6 237	150		Added 1865 from the marchant service.		
do Atl. & Indian	May 2	4 Oct. 26, 186	***	160		Sent home 20 sperm. Mr. Perry, second mate, drowned while fast to a whale November, 1866. Sent home 65 sperm.		
Indian Ocean North Pacific					9, 080	Sent home 41 sperm, 1,412 whale, 13,627 bone.		
Atlanticdodo		Sept. 30, 18 Sept. 20, 18	65 23 68 40	40	0			
do do	Feb.	8 Aug. 3, 18 Aug. 27, 18	66 65 11	16 11	0 45	ber 5, 1866; 25 sperm.		
do	{ May Sept. Jan.	26 July 24, 18	67 165 1	25 4 02 3	33 16	1867; 80 sperm.		
do	Feb.	1 Aug. 31, 18	65 1	49 10 60 18 39 16	36 80	Added 1865; sent nome 200 sperm. Added again December 2, arrived October 24 1866; 85 sperm.		
do	Jan. Jan.	12 July 15, 18 30 Aug. 3, 18	965 1			50		

		-		
Name of vessel.	Class.	Топпаде.	Captain.	Managing owner or agent.
1865.				
Provincetown, Mass Continued.				J. E. & G. Bowley
Eatella Mary Curren M. E. Simmons Montesuma M. J. Knights	Schoonerdododododo	94 146 160 92 96 119	Snow Curren Taylor Leach Dver Thompson Clark C	Freeman & Hilliard R. & E. K. Cook Freeman & Hilliard David Conwell E. & E. K. Cook E. S. Smith & Co
Rising Sun	do	160	Ryder	
Rising Sun S. R. Soper T. R. Hughlett	do	130	Dyer	H & S Cook & Co
V. Doane	Schoone do do	135	Small	J. E. & G. Bowley Samuel Soper Jesse Cook
Boston, Mass.			Freeman	Heman Smith
Louisa A	1		C Farwell	do
S. E. Lewis	do		{ Caton	do
S. N. Smith	do	134	Senter	
Salem, Mass.	Brig	159	Holmes	John C. Osgood
Falcon	Schoon			
Reverly, Mass. Eschol	Brig School	14: er 9:		F. W. Chnatedo
New London, Conn.				mi t and II (Thomas)
Arab Cornelia Chas Colgate Era Franklin Golden West	dododo .	25 18 11	James Carbury Turner Bellows Buddington Simeon Church	Lawrence & Co. Moses Darrow R. II. Chappell Lawrence & Co.
Isabella	Brig Bark.	33		do
S. B. Howes	Schoo	ner 1	Spicer	Williams & Haven
Sag Harbor, N. Y.				O. R. Wade
Odd Fellow	Bark	5	39 — Weld	U. II. Wade
Pacific	do	3	French	French
San Francisco, Cal. C. E. Forte	Scho	oner	Hazard	
1866.				
New Bedford, Mass.			Andrew T. Potter	J. & W. R. Wing
Abm. Barker	Barl		oce Bileha Bahanek	Jona. Bourne, jr
Adeline Gibbs	do		277 James B. Huxford 303 C. B. Kilmer 82 Charles H. Hager	do

ble showing returns of whaling-ressels

Captain.	Managing owner or agent.
- Snow	J. E. & G. Bowley Freeman & Hillard E. & E. K. Cook Freeman & Hillard David Couwell E. & E. K. Cook E. S. Smith & Co E. & S. Smith & Co E. & E. K. Cook Samuel Cook H. & S. Cook & Co J. E. & G. Bowley Samuel Soper Jesse Cook
Freeman	Heman Smithdododo
— Holmes — Hussey gbee	
— Church	Richard H. Chapell Lawrence & Co. Mones Darrow R. II. Chappell Lawrence & Co.
Chappell Comstock	amillion & Haven
Weld	O. R. Wade
	· . & S. French
Andrew T. Potter Elisha Bahcock Jumes B. Huxford . C. B. Kilmer Charles H. Hager .	

i	D	ate-	Result o	of voya	ge.	
Whaling- ground.	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	W halebone.	Remarks.
			Bbls. 1	1	bs.	
Atlantic	Feb. 20	Aug. 25, 1865 May 24, 1866 July 17, 1866	90 51	171 317 259	650	Added 1865; sent home 507 sperm. Added 1865; sent home 280 sperm.
do do	Jan. 25	Aug. 14, 1866 Aug. 14, 1×65 Sept. 18, 1866	230 180 80	90 75 275		Sailed again December 23.
do	Jan. 5	Aug. 14, 1863 Aug. 10, 1866	129 40	155 949	600	To the do many 175 hampingk
dodo	Dec. 10 May 4	Aug. 21, 1867 Aug. 28, 1866	120 318	45 35		Sent home 60 sperm, 175 humpback. Sent bome 64 sperm. Added 1865; withdrawn same year; no
******			136	109	500	report.
Atlanticdododododododo	May 26 Dec. 13	Aug. 9, 1865 Aug. 10, 1866 Sept. 19, 1866 Aug. 26, 1865	160 130 154	90 12 112		Sent home 35 sperm, 60 whale.
Atlantic	July 17	Sept. 8, 1867	920			Added 1865; sent home 112 sperm, 175
		Aug. 3, 1865	120			whale. Sent home 131 sperm; brought in also 40 pounds of ambergris.
do	Nov. 25	Sept. 2, 186	240			Pounds of Community
do	. Dec. 21	Sept. 12, 186	200			
Atlantic	Jan. 1 Oct.	Oct. 5, 186 Oct. 20, 186	7			Sent home 288 sperm, 105 hump, 470 hone. Added 1865; sent home 200 humpback.
Atlanticdo		Sept. 4, 186 Oct. 5, 186	5 40			Sent home 149 sperm. Sailed again; — Wood, captain, November 15 and August 15, 1866; 131 sperm, 103 whale.
Hurd's Island	Aug.	June 6, 186	6 35	2, 061	3, 900	Sold to New Bedford 1867. No report.
Hurd's Island Greenland	June	5 May 28, 186	6	1, 100 230	2, 900	Sent home 850 elephant; added 1864.
Hudson's Bay Desolation Isl	Apr. 2	7 Nov. 9, 186 5 Sept. 17, 186 00 May 25, 186	38	534 651	8, 900 500	1,400 elephant.
Baffin's Bay North Pacific	Mar. Nov. 1	7 Nov. 9, 18	36	594	10, 500	Sent home 50 sperm, 2.411 whale; shipped 8 300 bone to Bremen; lost in the Arctic 1871.
Labrador	Oet. 5	06 Oct. 9, 18	67	300	6,000	
Atlantic	July	7 June 13, 18	68 31	5		James M. Ward, first mate, died at Fayal, September 1, 1867; sent home 70 sperm, 457 whale, 2,700 bone; sold to New Lon-
Pacific Ocean	Aug.	14				don 1869.
Coast Cal		Apr. 18, 18	866	1,00		boat.
Pacific Ocea	n . June	19 May 24, 1	870 1, 8	59 5	e	(1001 aperm 913 bone.
Indian Ocea Atlantic	n July	10 May 12, 1	870 1, 4	90.	3	Sent home 150 sperm, 2 whale, 4,000 bone.
Hudson's Ba	y. May July	17 May 2, 1 1 Oct. 9, 1 18			6,00	
39	1		1	1	1	1 20, 2001.

Semj. Franklin do 192 Samuel T. Braley Edmund Maxifold	Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
Same	4.540				
Senj. Franklia	Barth, Gosnold	Ship Bark		Charles Nichols Charles Halsey	Taber, Gordon & Co
Sale Sagle	B. Cumusings Benj. Franklin		199	Samuel T. Braley	Edmund Maxifeld
Canton Garlie Bark 183 John G. Lapham G. Lapham Gornest Bark 183 John G. Morrison Edward C. Jones Swift & Perry Grinthian Go 300 Valentine Lewis G. & M. Howland G. & Bark 903 Ephrain Poole John P. Knowles, 2d J. Bourne, 3r J	Dlack Fagle	Ship	170 367	Issachar Aikin Daniel B. Wood	C. R. Tucker & Co
Ship 341 James Coon Swift & Perry	Canton		939 183		Edward C. Jones
Cornelia	Contest				
Cornelia	Corinthian	do	. 390	Valentine Lewis	
Emma C. Jones	Draco	do	958 995 150	George Taber Presbury A. Luce	J. Bourne, jr Swift & Perry Thomas Knowles & Co
Gazelle	Emma C. Jonea	Ship			do
Hamilton.	Gazelle	do Schoone	361 177	L. W. H. Gifford	G. & M. Howland S. Thomas & Co Charles Tucker
Helen Mar	Hamilton	do	137	Edwin R. Osgood	. Zenas L. Adams
Henry Taber	Helen Mar	do	358		
James Arnold	Henry Taber	do	511	I Team C Howland	C. k. Tucker & Co
Marengo	James Arnold John Carver			Henry F. Worth	T. Knowles & Co
Marengo	Laconia				
Minerva Snyth	Marengo				
Morning Star Bark 248 Charlet Star William Hathaway, if Niger do 363 Lowis H. Lawrence Edward W. Howland Olido Bark 250 Henry S. Hayes E. C. Jones Oriole Bark 250 Henry S. Hayes E. C. Jones Oriole Coscola, 2d do 150 John M. Shaw J. & W. R. Wing Oscola, 2d do 160 Martin Malloy Jacob B. R. C. Jones Oscola, 3d do 292 Moses K. Fish Charlet S. Randal Osmanli do 292 Francis S. Worth T. Knowles & Co-Petrel Schooner Schooner Schooner Olaries Thatcher & C. Charlet Thatcher & C. Charlet Thatcher & C. Charlet Thatcher & C. Charlet S. Thompson Charlet D. Chones Charlet D. Cha				Charles F Allen	S. Thomas & Co
Orray Taft do 134 George J. Parker S. Thomas & C. Th	Niger Ohio Oriole	Ship do Bark	36 98	Jacob L. Cleaveland 63 Lowis H. Lawrence . 80 Henry S. Hayes	William Hathaway, ir Edward W. Howland E. C. Jones
Osceola 3d					J. & W. R. Wing
Petrel	Canania 3d	do .	1	992 Moses K. Fish	Charles S. Randall
Petrel		do .			
Temps D Thompson .		School			James D. Thompson Edmund Maxield

able showing returns of whaling-ressels

Captain.	Managing owner or agent.
les Nichols les Halsey nel T. Braley	Charles B. Tucker & Co Taber, Gordon & Co Edmund Maxield
in W. White char Aikin lel B. Wood sua G. Lapham n G. Morrison	S. Thomas & Co J. & W. R. Wing C. R. Tucker & Co do Edward C. Jones
es Coon	Swift & Perry
raim Poole — Braley rge Taber sbury A. Luce	Switt & Perry Thomas Knowles & Co
a Gifford rid R. Gifford nes H. Knowles win A. Potter W. H. Gifford	G. & M. Howland S. Thomas & Co. Charles Tucker
win R. Osgood	Zenas L. Adams
— Herendeen ederick S. Howland mc C. Howland remiah Ludlow	Swift & Allen Taber, Gordon & Co Swift & Perry C. k. Tucker & Co
nomas Sullivan enry F. Worth	Taber, Gordon & Co T. Knowles & Co
narles W. Parker seph C. Little imothy Howland	William O. Brownell
harles E. Allen icob L. Cleaveland ewis H. Lawrence . eury S. Hayes	S. Thomas & Co William Hathaway, it Edward W. Howland E. C. Jones
eorge J. Parker ohn M. Shaw	
fartin Malloy Ioses K. Fish 'rancis S. Worth	
ohn A. Honeywell	Charles Thatcher & C
— Hoxie	James D. Thompson Edmund Maxifeld

Pacific Geean Jun. 10 July 8, 1870 1, 550 1, 100 1, 500 1, 100 1, 500 1,		D	ate-	Result o	f voys	sge.	
Pacific Ocean Mary 1				Sperm-ail.	Whale-oil.	Whalebone.	Remarks.
Adantic Sept. 97 Apr. 30, 1671 Apr. 30		i		Bbls. 1	3bla.		
May 8		June 10 siept. 27	July 8, 1870 Apr. 30, 1871	1, 456		5, 000	Bought from Dartmouth, 1866; sent nome
Hudson's Bay				,			sent home 150 sperm; lost near Zanzibar
Atlantic May 1 Apr. 92, 1871 52 1, 332 15, 000	Undson's Bay	Apr. 20	Sept. 24, 1867	75	200		
Indian Ocean Oct 2 July 9, 1870 1,339 Sent home 70 sperm. Sent home 30	Atlantio	May 1		542	1, 352 1	5, 000	Sent home 371 sperm, 2,065 whale, 37,285
Partific Ocean	Indian Ocean	Oct. 2	July 9, 1870 Aug. 10, 1870	1, 339 . 1, 00a .			Sent home 70 sperm. Sold to Edgartown 1871; sent home 30
North Pacific Nov. 6 Sept. 9, 1868 152 203 204				463	7.		Built at Mattapoisett 1806; sent nome 255
Atlantic							Lost on Blossom Shoals August 30, 1805, with 1 100 whale 20,000 bone; sent home
Pacific Ocean Aug. 7 Apr. 18 Apr. 10 Oct. 27	Arlantia	May 1	Sept. 9, 1868			203	Sent home 283 sperm, 236 whate.
Pacific Ocean Aug. 7 Apr. 18 Apr. 10 Oct. 27	10	Apr. 7	July 15, 1868 Mar. 12, 1869		300	3, 250	Sent home 280 sperm, 625 whale, 4,000 bone.
May 2	Pacific Ocean .		June 15, 1870	111			Ealtimore 1850; sent home 400 sperm.
North Pacific Apr. 18	do	June 9	May 23, 1870				August b, tebu; sont home err sperio
Pacific Ocean. May 29 Aug. 11, 1869 1, 350 Allantic. June 19 Apr. 33 1871 Allantin June 19 Apr. 34 Apr. 34 Apr. 35 Apr. 36 Allantic. June 19 Apr. 30, 1871 Allantin June 19 Apr. 30, 1871 Allantin June 10 Apr. 31 Apr. 31 Allantin June 10 Apr. 31 Apr. 31 Apr. 31 Allantin June 10 Apr. 31 Apr. 32 Apr.	Indian Ocean .	Aug. 15	Apr. 20, 1870 May 2, 1870	1, 485	1, 195	14, 859	Sent home 84 sparm, 2,627 whate, 35,50 reone.
North Pacific	Hudson's Bay	Apr. 10			200		Bought from New York 1866; built at
North Pacific	Lacini Avenu .	000					1872; sent home 546 sperm.
North Pacific Apr. 18	do	June 5					
Atlantic June 15 June 14, 1868 Apr. 30, 1871 June 15, 1871 Apr. 30, 1871 June 16, 1872 Apr. 30, 1871 Sent home 261 sperm, 3,083 whale, 5,785 bone. Sent home 261 sperm, 3,100 bone. Sent home 261 sperm, 3,200 bone i had on board 500 whale and 5,000 bone. Sent home 261 sperm, 3,200 bone i had on board 500 whale and 5,000 bone. Sent home 261 sperm, 3,200 bone. Sent home 262 sperm, 3,200 bone. Sent					000	11 050	1 Manualo Hill
North Pacific July 17	North Pacific .	Apr. 18		1	63	11, 030	sperm; 2,295 whate.
Parific Ocean. May 99 Aug. 11, 1869 1, 350 780 380 381 362 360 3			June 11, 1868 Apr. 30, 1871	131	1,595		Sent home 201 sperm, 3,100 boat.
Pacific Ocean May 29	do						and lost in Arctic, 1810 and 1800 hone; had
Atlantic	Pacific Ocean	May ≇	Aug. 11, 186	1, 350	nat.	19 976	Sent home 1,639 sperm.
Atlantic June 2 Sept. 90, 1868 102 Sept. 90, 1868 1	North Pacific	Nov. 1:	3 June 10, 187		10.	13,01	Worth came home sick 1909; selle home
North Pacific	Atlantic	. June	Sept. 20, 186	8 109			Bought from Boston 1808; sent home des
Hudson's Bay Apr 18 Oct. 31, 1867 656 12, 000 534 1, 362 541 1, 500	North Pacific	Oct. 1	7 Apr. 23, 187	1 191	1, 029		Sent home 822 sperm, 1,270 whate, 51,825
Hudson's Bay Apr. 18 Oct. 31, 1867 Sec. 18 Oct. 31, 1867 Oct. 31	Atl, and Ind .	June 1	9 May 22, 187	0 700	338	2, 63	3 Sent home 1,075 sperm, 1,580 whale; broken
130 1, 186 4, 35 1871 130 1, 186 14, 35 1871 130 1, 188 14, 35 1871 130 1, 188 14, 35 1871 187		Apr. 1		7	656	12,00	0
Rulson's Bay May 8 Pacific Ocean Oct. 31 May 12, 1870 605 34 Captain Shaw came home sick 1869; sent home some oil and bone.	tlo	Aug.	7 May 24, 187	130	1, 510	0 16, 70	0 1 Sent home 176 sperm; 1,819 whale, 29,777
Atlantic Sept. 17 Oct. 4, 1868 525 330 Sept. 17 Oct. 16, 1870 99. Pacific Ocean Nov. 5 Oct. 16, 1870 99. Atlantic Aug. 7 Nov. 16, 1866 133 9 Gent three months and nine days; value of cargo about \$11,000.							Lone.
Atlantic Sept. 17 Oct. 4, 1668 139 Sent. 17 Sept. 17 Sept. 17 Sept. 7, 1868 139 Sept. 18	Pacific Ocean		May 12, 18	70 60			home some oil and bone.
Pacific Ocean . Nov. 5 Oct. 16, 1870 29. 2 Returned to whating 1860; sent noine to sperm. Aug. 7 Nov. 16, 1866 133 9 Gone three months and nine days; value of cargo about \$11,000.				58 13 58 52		10	Bought from Boston 1866; sent home 255
Atlantic Aug. 7 Nov. 16, 1866 133 9 Gone three months and time days; value of cargo about \$11,000.	Pacific Ocean	Nov.	5 Oct. 16, 18	70 29	-	2	. Returned to whaling 1860; sent home for
	Atlantic	Aug.	7 Nov. 16, 18	66 13	13	9	Gone three months and nine days; valle
	Hudson's Ba	y Apr.	19 Sept. 12, 18	67		00 8, 00	00

a code on motion	1		-	
Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1866.				
New Bedford, Mass.—Continued. Progress	Bark	358	James Dowden	W. O. Brownell
Roscius	do do do	205	Ezra W. Crapo James Hyland Samuel H. Cromwell	William Penn Howland G. & M. Howland David B. Kempton
Sappho	do	263 273	James T. Handy William Lewis	Otis Seabury
Sea Ranger	do	260	Reuben Kelley	. Charles Hitch & Son
Stamboul	do	270	Ebenezer F. Nye	Loum Snow & Sou
Stella	do	395	John A. Beebe	J, & W. R. Wing
Fairharen, Mass.				a Wing
Ellen Rodman	Schoone		John R. Taber	James I. Chares
John Hathaway	Brig		William II. Haskins	
Oxford	do Bark	160	Heman N. Stewart	Damon & Judd Benjamin H. Chase Damon & Judd
Tokoa	Brig	9	William G. Morton .	Damon & Juda
Dartmouth, Mass.	Ship	21	Charles H. Robbins .	William Potter, 2d
Rainbow	Schoon	er 4	Robert D. Eldridge	do
Marion*, Mass.			John A. Kelley	Henry M. Allen
Herald	Brig			
Wm. Wilson	Schoor	ier i	99 William C. Hath iwa	
Westport, Mass. Elizabeth	Barkdodo.	1.	Hiram Francis Alonzo J. Marvin Alfred C. Davis Charles C. Movers .	Andrew Hicks Henry Wilcox Henry Smith A. Hicks
Edgartown, Mais.	71.1-		102 Thomas Mellen	C. B. Marchant
Europa	Ship .	-	George A. Smith	TF 35
Mary	do .	1	149 Smith	or to - M Calling
Vineyard				
Nantucket, Mass.	Bark	5	Joseph Winslow	Joseph B. Macy
B. Colcord	do	!	234 Edward McCleave	Freeman E. Adams
E. H. Adams	School	ner	107 Zenas M. Coleman	do
M. Wrightington	Bark	- 1	132 Elihu F. Turner	
ar a rightington		1		* Name chang

eailing from American ports-Continued.

Captain.	Managing owner or agent.
s Dowden W. Crapo s Hyland el H. Cromwell	W. O. Brownell William Penn Howland G. & M. Howland David B. Kempton
s T. Handy	Otis Seabury I. H. Bartlett & Sons
pen Kelley	Charles Hitch & Son
nezer F. Nye	Loum Snow & Sou
A. Beebe ···	J. & W. R. Wing
mas F. Lambert n R. Taber	George F. Wing James I. Church
liam il. Haskins.	
han Brigga nan N. Stewart	Damon & Judd Benjamin H. Chase
lliam G. Morton	. Damon & Judd
arles H. Robbins	. William Potter, 2d
bert D. Eidridge	do
nn A. Kelley	Henry M. Allen
lliam C. Hathaway	A. J. Hadley
ram Francis onzo J. Marvin fred C. Davis	Andrew Hicks
nomas Mellen	C. B. Marchant
orge A. Smith	William H. Munros
Smith	Grafton N. Collins
oseph Winslow	Joseph B. Macy Freeman E. Adams
dward McCleave .	Freeman E. Austre
enas M. Coleman .	do
lihu F. Turner	do
	A Name chang

	D	Date Re			ige.	
Whaling-ground.	Ofarrival	Sperm-oil.	Whale oil.	Whalebone.	Remarks.	
North Pacific	May 99	May 8, 1870		1, 096	1	Formerly the Charles Phblps of Stoning ton; added, rebuilt, and renamed 1866; sent home 1,420 whale, 39,605 bone. Condemned at Barbadees, Morch, 1867.
Atlantic Pacific Ocean Atl. and Pac	Oct. 4 June 19	June 15, 1870				Thomas Parker, third mate, killed by fall- ing from aloft, Reptember, 1861; Captain Cromwell came home aick 1-62; sold at Talcahuau 1899; continued whaling from that port; sent home 943 sperie, 2 whale.
Parific Ocean	Oct. 1 July 17	July 5, 1870 June 95, 1869	1, 263 1, 096	- 1		Sent home 460 sperm, 600 bone. Added 1866; formerly of Nantucket; sent
Atlantic North Pacific	May 15 July 10	June 25, 1869	144	1, 04	6, 389	Bought from Boston 1865; sent home 260 sperm, 650 whale, 4,700 bone. Loat on Foggy Island, Guif of California. August 11, 1867; 2 men lost; sent home 6
Atl. and Ind	Nov. 17	Nov. 98, 1869	1, 455			blackfish. Bought from New York, 1:86; formerly of Warren, R. I.
Atlanticdo	May 3 June 28		116	3		Bought from New Bedford 1865. Bought from Dennis 1866; sent home 170 sperm.
	June -					Bought from New ort 1866; condemned at St. Thomas 1866.
Cumberland I. Atl. and Ind Atlantic	May 29	May 25, 1869	25		8, 000	Bought from Boston 1866; built 1×49; sent home 352 sperm, 80 whale, 700 bone. Sent home 85 whale.
Atl. and Ind	May 30	May 24, 18.2	395		690	Sailed under Capt. Charles H. Robbins, who came home sick, 1866; sent home 1,002 sperm, 32 whale, 500 bone.
Atlantic	. Dec. 13	Aug. 17, 186	33	3		
Atlantic						Sailed once and returned on account of damage to boats and crew by a whale. Bought from Plymouth 1866.
Atlanticdododo	Nov. 1	Aug. 18, 186 June 16, 186 Aug. 25, 186 Sept. 5, 186	9 39 8 36	1 140	704	Sent home 80 sperm. Sent home 204 sperm. Sent home 87 sperm.
North Pacific	Aug. 2	9 Aug. 17, 187	2 14	8 23	4, 00	
do	Sept. 2		1 9	3 1, 41	17, 50	Seat home 1,100 sperm, 990 whale, 15,115 bone; lost in the Arctic 1871. Sent home 334 sperm, 2,049 whale, 26,795 bone; sold to New Bedford and with drawn 1872.
Pacific Ocean	May 3	30	1, 45	0 5	0	Bought from Boston 1866; sold to Boston
do						Sent home 723 bone; Mr. Munroe, firs mate, killed by falling from aloft January, 1871; sold at Talcahnano for whaling
Atland Ind .			86 20)3		ary, 1871; sold at Talcamano low whathy Mate James H. Bunker killed by a whale altered to a brig 1867. Bought from Fall River 1866; sold at Ta
Pacific Ocean	July	2				cahuano.

Name of vessel.	Class.	Топпаре	Captain.	Managing owner or agent.
1866-			Mr. 5 = 1	
Wellfleet, Mass.	Schooner	135 -	Gross	R. R. Freeman
Provincetonen, Mass. 1. H. Brown. 1. lleghany. 2. L. Putman. 1. L. Putman. 1. Chifford. 1. Chifford. 1. Liger. 2. J.	do do do do do	95 178 130 118 76 119 118	N. Y. Higgina	E. & E. K. Cook & Co Daniel C. Cook H. & S. Cook & Co H. & S. Cook & Co H. & S. Cook & Co James Rich Alfred Cook John Atwood & Co
B. T. Crocker B. H. Cook	do	149	Nathaniel Atwood Cook	A. T. Williams Stephen Cook
C. L. Sparks	do	104	II. Sparks	Stephen Cook & Co
Emporium E. P. Howard Estella G. W. Lewis	do do do	110	Young	J. E. & G. Bowley C. H. Rich
H. M. Simmons	do do	146 174 117	Cornell	J. Atwood, jr., & Co B. A. Lewis & Co J. E. & G. Bowley
L. P. Simmons	dododo	143 160 92	- Atkins - Far welt - Parsons - Nye	Freeman & Hilliard E. & E. K. Cook & Co Freeman & Hilliard
N. J. Knights	do	98	Dyer	David Conwelldo
Quickstep	do	. 108	Clark	P. N. Freeman
Union	do	99	Atkins Stid Moses Young	H. & S. Cook & Co Isalah Gifford E. S. Smith & Co
W. A. Grozier Winged Racer				David Conwell
Boston, Mass.		293	Jenks	Thomas L. Jenks
A. Pickering E. B. Phillips Geo. Brown	do	14	Ellerton	Joshua E. Bowley Lewis & Folger
Heman Smith	Brig .	19	Martin Ellerton	Joshua E. Bowiey
SIL MINGROUND	~ .		92 Senter	Heman Smith
Wm. Martin		1		1
Wm. Martin			59 Macy 75 Marshall	John C. Osgooddo

Table showing returns of whaling-result

Captain.	Managing owner or agent.
Gross	R. R. Freeman
Higgins Dyer Handy Hudson Dyer Ryder A. Dyer Chaudler	E. & E. K. Cook & Co Daniel C. Cook H. & S. Cook & Co E. & E. K. Cook & Co H. & S. Cook & Co H. & S. Cook & Co James Rich Affred Cook John Atwood & Co
uniel Atwood	A. T. Williams Stephen Cook
parks	A. Small
Young Hudson Snow Carlow	0
- Cook - Smith - Via L. Chapman - Cornell - Atkins - Farwell - Parsons - Nye - Dyer	Stephen Cook J. Atwood, jr. & Co B. A. Lewis & Co J. E. & G. Bowley Freeman & Hilliard E. & E. K. Cook & Co. Freeman & Hilliard David Conwell
— Sparks — Taylor — Clark	E. & E. K. Cook & Co E. S. Smith & Co
Nickerson	H. & S. Cook & Co Isalah Gifford E. S. Smith & Co
onophon Rich	David Conwell
Jenks	. Thomas L. Jenks
Ellerton	Lewis & Feiger
Martin Ellerton	Joshua E. Bowley
Macy Marshall	John C. Osgooddo

Eben Bradbury Sumper, Swazy & Co....

HISTORY OF THE AMERICAN WHALE FISHERY.

	Dat	e 1	lonuit (of voy	ago.		
Whaling- ground.	Myaning. Spanier 10		Sperm-sil.	Whale-oil.	Whalebone.		Remarks.
Atlantiv	Feb. 96	iopt. 6, 1867	Bbls. 4	Bbls.	Lbs.	A	dded 1866† sent home #0 spei
Atlantic	Jan. 31 June 7 June 10 Feb. 6 June 3 Jan. 31 Feb. 1 Jun. 27 Jan. 17	July 31, 1867 Aug. 32, 1806 Oct. 37, 1867 Sept. 5, 1867 Sept. 1, 1866 Aug. 38, 1868 July 4, 1866 Aug. 29, 1866 Aug. 10, 1867 Aug. 10, 1867	180 85 160 160 106 83 158	10 190 70 140 140 117 195		A A B A	ant home 87 sperm. dided 1866; sent home 60 sperm. dided 1866. dided 1868. withdrawn 1866. bill at Essex, Mass., 1865. spent home 40 sperm; sailed spent becember 25; withdrawn 1868. kult at Essex, Mass., 1865. bent home 224 sperm, 8 blackfish. Added 1866; sent home 130 sperm, 15 black- fish.
dodo	Feb. 13 Aug. 14 Feb. 6	July 4, 1866 Aug. 13, 1867 July 43, 1866	169	900 130		41	ailed aga in December 25; Nicker- son, captain; arrived August 19, 1867; 70 sperm, 165 whale.
dododododo	Jan. 22 Jan. 22 Feb. —	Ang. 24, 1866 May 28, 1866 Aug. 24, 1866 Aug. 27, 1866 Oct. 15, 1867 June 28, 1867	45 70 400 30	14	5		Added 1866; withdrawn 1866. Solled again December 13, arrived August 10, 1867; 80 sperm, 60 whale. Sent home 120 sperm; added 1866. Sent home 45 sperm, 60 whale; added 1866.
do	. Pier. 0	Nov. 27, 1866 Sept. 1, 1866 Sept. 30, 1867	13* 940	11	5	: }	Added 1866.
Desolation Isl	Aug. 16 Dec. 19 Jan. 6 Nov. 26	June 9, 1867 May 31, 1868 July 29, 1867 Aug. 29, 1866 Sept. 13, 1867 Aug. 28, 1866	100	0 15	15		Sent home 850 elephant. Added 1866.
dodododo	Nov. 24 Dec. 19	Sept. 8, 186 Sept. 8, 186 Oct. 10, 186	7 20 7 26 6 7	0 20		::}	Sold to Fairhaven 1866.
do do	Feb. 13	Aug. 30, 186 Aug. 15, 186		15	90		Built at Kennebunkport, Me., 1866; sent home 121 sperm. Bought from Wellfeet 1865.
Pacific Ocea							Added 1866; W. S. Maxfield, first mate, died April, 1868; sent home 513 sperm, 8 whale.
Atlantic		Oct. 29, 186	37	30	10		Sold to New London 1868; added 1866; wrecked and sold at Bermudas Septem
do	July 2 Mar.	8 Sept. 20, 18	88 1	70	20		ber, 1868. Added 1866; sent home 138 sperm. Added 1866; William Lewis, first mate, drowned at Fayal 1866; condemned.
do	Nov. 9	Aug. 27, 18	67 9	195	•••		
Atlantic			67	iōó	6		Added 1866; formerly in African trade.
Atlantic	Oct.	31 Sept. 21, 18	368	138	4		Whaling company formed 1866 and Georgic bought; sold to Brewer, Me., 1869.

Annual Marie and Annual				Managing owner or
Name of vessel.	Class.	Tonnage.	Captain.	agent,
1866.				
Reverly, Mass.				wa 777 (1)
Thriver	Schooner	95	Woods	F. W. Choate
Yew London, Conn. Acoro Barns	Bark	296	Charles Jeffrey	Williams & Barnes
	do	105	Horace M. Newbury .	do
Geo. and Mary	Brig	128	Spicer	Williams & Haven
Holon E	Schooner	57	George W. Bailey	do
Leader	Bark	212	Ebenezer Morgan	do
Quickstep	Schooner		Chester	Williams & Barns Richard H. Chapell
Roman	do	350		
S. B. Howes	do	101 77	Keeney Buddington	Williams & Haven S. Chapman
Groton, Conn.				Ebenezer Morgan
Cornella	Schoone	r 148	Lorenzo B. Baker	Ebenezei Brorgan
Sag Harbor, N. Y.			Skinner	O.R. Wade
Concordia	Bark		Green	O. R. Wade
Myra	Brig	. 116	Babcoek Weld	do
Ocean	Bark	. 239	W CM	
New York, N. Y. Minnesota	Ship	. 243	Sidney L. Pierce	Lorenzo Pierce
1867.	1			
New Bedford, Mass.		i		
AlaskaAlbion	Barkdo		Shubael H. Norton Albert A. Thomas	
Alto	do	200	Elias H. White	Charles H. Gifford
	do	277	Tim. C. Packard	J. Bourne, jr
Andrews	1	108		Edmund Maxfield
Annawan Ansol Gibbs Arab	do do	39:	James B. Huxford	J. Bourne, jr
Arnolda	Ship Bark	34		John P. Knowies, 20
Camilla	do			Swift & Allen N. T. Gifford
C. W. Morgan	do	31		J. & W. R. Wing G. & M. Howland
Corn'is Howland	Ship .	333	John A. Luce B. F. Homan	Edward W. Howland .
Daniel Webster	do .	3		
D. N. Richards	School	ner f	Elisha D. Russell , .	William Penn Howland
	Bark.		Joseph D. Silva	- 122 E Non
Edw'd Everett	Bark.	· · · 10	a oachu Di piran	

FISH AND FISHERIES.

Table showing returns of whaling-ressels

Captain.	Managing owner or agent.
	E W Charta
- Woods	F. W. Choate
les Jeffrey	Williams & Barnes
ce M. Newbury Spicer Smith ge W. Bailey ezer Morgan	Williams & Havendodododo
- Chester	Williams & Barns Richard H. Chapell
- Keeney - Buddington	Williams & Haven S. Chapman
nzo B. Baker	Ebenezer Morgan
- Skinner - Green - Babcock - Weld	O, R. Wade
ney L. Pierce	Lorenzo Pierce
bael H. Norton ert A. Thomas	Jonathan Bourne, jr Nathaniel T. Gifford
as H. White	. Charles H. Gifford
n. C. Packard	
ward K. Russell' ues B. Huxford ederick P. Cole	Edmund Maxfield J. Bourne, jr William T. Smith
mes A. Crowell nas E. Bourne	James B. Wood & Co John P. Knowles, 2d
nj. F. Jonesed Pierce	
orge Athearn bert Jones	J. & W. R. Wing G. & M. Howland
hn A. Luce F. Homan	
eorge F. Marvin	William O. Brownell
isha D. Russell	William Penn Howland.
seph D. Silva	Gideon Allon & Son

	D	ate	Resul	t of vo	yage.	
Whaling- ground.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	Remarks.	
Atlantic	Oct. 31	Aug. 14, 1867	ВЫ». 20	Bbls.	Lbs.	Sold to Boston 1867.
Ind. and Pacific	June 6	Apr. 24, 1871		850	11, 500	Built at New London 1×66; sent home 65 sperm, 1,939 whale, 27,745 bone.
Hudson's Bay Cumberl'd Inlet	Apr. 18 July 12 July 16 Dec. 25	Sept. 14, 1867 Nov. 29, 1867 Nov. 10, 1867 No report. Nov. 14, 1866		800 50	10, 000 16, 000 5, 300	tate the healt at Charles-
Davis's Strait . Cumberl'd Inle Desolation Isld	June 28	Sept. 14, 1866 June 2, 1867		1	815	Added 1866. Added 1866; formerly of New Bedford bought from United States.
Cumberl'd Inle Davis's Strait .	t June 28 June 6	Oct. 9, 1866 Sept. 26, 1866		Clear	5, 600	Added 1866; sold to Fairhaven 1867.
Hudson's Bay.		Oct. 31, 186	7	. 20	0	Bought from New London 1866.
Hudson's Bay. South Atlantic Atlantic South Atlantic	July 24 May 25	Sept. 13, 180 Dec. 30, 180			7, 30	Sold at St. Helena March 1863. Sent home 80 sperm; no other report. Lost 1867.
Atlantic	May 29	May 16, 18	38	21		, Bought 1866; built at Philadelphia 1849; fitted from New Bedford; Captam Pierce came home sick 1867; sent home 40 sperm.
Pacitic Ocean		1 Apr. 19, 18	71		51 10, 10	Built 1867; sent home 987 sperm. Bought as a ship from New York 1867; formerly of Fairhaven; built at Haver-hill; sold to Auckland, N. Z., as the nucleus of a whaling company there; sent home 287 sperm.
do	June	7				sort nome set spiral Bought from Faithaven 1867; sent home 595 sperm; lost on reef near Falkhand Islands 1870, with 515 sperm, 475 whale. Lost at Harrison's Point, Cumberland In-
Hudson's Ba		1	***	145		let, November 14, 1001.
Atlantic do Pacific Ocean	Oct. 5	1 May 3, 18 23 Apr. 23, 18	300	260		Bought from New London 186"; sent home 1,354 sperm, 673 whale; condemned at 1871.
Indian Ocean		25 June 18, 1 22 Oct. 13, 1		971 77:	٠٠.	Sent home 62 sperm. Bought from Boston 1867; built at Waldo borongh, Me., 1841; Sent home 55 sperm. Sent home 1,009 sperm. Addu 1866 from New York; formerly a
Pacific Ocean	July	16 July 5, 1	871 1, 871	277 23:		whaler; sent home 430 sperm; sold to
do North Pacifi	o Dec.	7		56%	1	Sent home 32 sperm, 323 what, 3,50 km, 3,50 Added 1867; sent home 164 sperm, 3,50 Added 1867; sent home 10st in the Arctic 1871
Atlantic North Pacif	le Nov.	12 May 7,	871	- 1	590 19,	Sent home 140 whate. 350 Sent home 24 sperm, 2.555 whate, 43,32 hone. Sent home 161 sperm, 3,475 whate, 45,63
do				77	310	bone. Bought from Sandwich 1867; sent hom
Atlantic	June		1868	25	1	85 sporm. Bought from Boston 1867; built ar Medfor 1863; sent home 1,699 sperm, 20 whale.

<u> </u>	i			,
Name of vessel.	Class.	То заде.	Captain.	Managing owner or agent.
1867.				
New Bedford, Mass Continued.			aleb O. Hamblen	Taber, Gordon & Co
Eliza Adams	Ship			Edward C. Jones
Europa	do	.	ohn G. Nye	Thos. Knowles & Co
Falcon Hadley Hecla Helen Suow	Bark do do do	163 I 160 I 215 T	Charles Allen	T. Knowles & Co Loum Snow & Son Zenas L. Adams
Herald	Ship	1	Seth Nickerson	
HunterIonia	Bark	355 291	John O. Norton	J. Bourne, jr Edmund Maxfield
Java, 2d	do	290	Chas. H. S. Kempton	Charles Hitch & Son
John Dawson	Schoone		Asaph S. Wicks John M. Honeywell & Edwin N. Clark	J. & W. R. Wing Charles Thatcher & Co. Swift & Perry
Katbleen Leonidas Marcella Mary Frazier	do	95 16t	James Cottle Ehen Cook Charles West Thos. F. Caswell	J. & W. R. Wing David B. Kempton C. R. Tucker & Co
Mary and Susan		216	A. O. Herendeen Isaac Allen Edward B. Coffin	Otis Seabury
Northern Light Onward Orlando Pacifio		339 190 341	James M. Clark	C. Hitch & Son
Petrel	Schoon		William Allen Benj. B. Morris Loring Braley James M. Soule	Edmund Maxfield
President, 2d Robert Edwards Sarah	Bark Ship Bark	336	Stephen Flanders	J. P. Knowles, 2d
Stafford	do .	156 141		J. & W. R. Wing Charles S. Randall
Thomas Winslow	Bark.	97	Elihu Russell	John Hicks
Tropic Bird Vigilant Wave .* Young Phenix		150	Archelaus Baker Elisha Cannon 2d	T. Knowles & Co.
Fuirhaven, Mass.	Brig	16	David Marston	James I. Church
A. Lawrence	Schoo	ner 7	Thomas F. Lambert Coggeshall	George F. Wing
John Randolph Oxford Star Castle	Brig	9	Amos C. Baker Henry Clay	Damon & Judddo
U.D Wash, Freeman	Scho	oner	Joseph P. Nyo Benj. G. Stowell Jonathan Jenney	Obed F. Hitch

ble showing returns of whating-ressels

Captain.	Managing owner or agent.
O. Hamblen	Taber, Gordon & Co
6. Nye	Edward C. Jones
B Allen Briggs B Handy	Thos. Knowles & Co Andrew H. Potter T. Knowles & Co Loum Snow & Son
Nickerson	Zenas L. Adams
ı E. Chase O. Norton	J. Bourne, jr Edmund Maxfield
II. S. Kempton .	. Charles Hitch & Son
h S. Wicks	
Herendeen ard B. Coffin	T. Knowles & Co G. Allen & Son Otis Seabury
nael Baker, 3d Pulver es M. Clark iam Allen aj. B. Morris ring Braiey es M. Soulo bhen Flanders x. Newcomb	J. Bourne, ir Edward W. Howland C. Hitch & Son Switt & Perry Charles Thatcher & Co Edmand Maxfield Taber, Read & Co J. P. Knowles, 2d
i'l L. Ricketson. derick Slocum	
hu Russell	John Hicks
nuel D. Adams chelaus Baker sha Cannon 2d uiel Sherman	Wm. Penn Howland William Watkins T. Knowles & Co William Phylips & Son
vid Marston	
omas F. Lamber — Coggeshall .	t George F. Wing Dexter Jenney
nos C. Baker enry Clay	- r-14
seph P. Nye denj. G. Stowell onathan Jenney	

	Da	ate	Result	of voy	age.	
Whaling- ground.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	Remarks.	
Pacific Ocean Indian Ocean Atlantic Adaptic Ocean Atlantic Adaptic Adaptic Adaptic Adaptic Indian Ocean Atlantic Adaptic Atlantic Adaptic Adaptic Atlantic Adaptic Ada	Apr. 30 Dec. 4 May 9 Dec. 10 Apr. 20 Apr. 14 July 9 Sept. 3 July 5 Aug. 14 May 3 Oct. 8	Apr. 17, 186 Apr. 20, 187 July 28, 187 July 23, 184 Oct. 4, 186 Mar. 12, 187	9 95 1 88 1 88	1, 183 4 12, 992 701 3 1, 07 2 2 	3 3 5 5 4	11,000 bone. F. Armst. ong, third mate, died September 1868; fourth mate drowned 1869. Sent home 393 sperm, 5 whale Added 1867; sent home 192 sperm. Sent bome 268 sperm. Sent home 268 sperm. Sent home 277 sperm, 2,0-99 whale, 37,710 bone. Got 70 pounds ambergria, worth \$97.50 per pound. Sent home 620 sperm, 36 whale. Sent home 620 sperm, 36 whale. Bought from Salen, 1-66; built at Duxbury 1-48; sold to New York 1874; sent home 317 sperm, 1,200 bone. Part of the crew mutinied, killed third mate, 6.1 W. Jones,) bent and tied up first mate and escaped, while Captain Kempton was on shore. Sent home 50 sperm. Added 1866. Sent home 50 sperm, 2,625 whale, 10,700 bone. Sent home 269 sperm. Sent home 294 sperm. Sent home 294 sperm. Sent home 294 sperm. Sent home 294 sperm, 2,4 whale, 800 bone. Sent home 294 sperm, 2,4 whale, 800 bone. Sent home 294 sperm, 2,4 whale, 800 bone. Sent home 594 sperm, 2,4 whale, 800 bone. Sent home 695 sperm, 2,600 bone. Sent home 294 sperm, 2,600 bone.
do Iludson's Bay Pacific Oceandodo North Pacific Indian Ocean Atlanticdododododo	Oct. 1 Oct. 1 Oct. Apr. 1 Nov. Apr. 1 Nov. May 9 June 9	5 Aug. 9, 18 5 Aug. 9, 18 5 Aug. 2, 18 1 Apr. 6, 18 0 May 6, 18 6 July 15, 18 3 Sept. 13, 18 5 June 25, 18 18 Sept. 4, 11 26 Oct. 10, 18	68 71 1, 1 71 1, 1 70 6 868 5 867 1 868 8 868 8 869 8	38 04 2 8 1, 5 57 597 100 100 225 240	730	Bonjamin Pease, second metaboard 1864; sent home of sperm. Sout home 644 sperm, 232 while, 2,293 bone. Sout home 1,076 whale, 40,924 bone. Bought from Philadelphia 1863. Sent home 733 sperm, 4,450 bone. First mate, Mr. Lambert, died November 6 1867; sent home 89 sperm.
do	May	6 May 21, 1	O FU !	932	412	Captain Siocaa Carlo and San Sent home 431 sperin. Lost at sea September 8, 1869, latitude 389 50' north, longitude 79 40' west; seven lice lost, had 159 sperm; Captain Rossian Ross
Indian Ocea Atlantic Indian Ocea	n Nov. May	6 Apr. 25,	1870 1,	128 476 137 860	2 8 73	672 Sent home 758 sperm, 705 whale, 4,500 bone.
Atlantic	Apr.	12 Sept. 23,	1868	209 30 40	9 10	1870; sent nome its sperim
do	Oct. May			37 110 200	10	Sent home 1,020 sperm, 150 humpback bought from New London 1+07; lost 1860 Bought from Provincetown, 1867. Bought from Wellfleet 1+67; sent home 2 sperm.

approximation or principal about Mandelman & States of the Company				And the second s
Name of vossel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1867.				
Dartmouth, Mass.	Schooner	48	H. B. Macomber	William Potter, 2d
Rainbow				
Marion, Mass. Admiral Blake Cohannet	f loomer	84 83	Arthur II. Hammond Wm. C. Hathaway	Henry M. Allen A. J. Hadley
Wm. Wilson		92	Judah Hathaway	do
Westport, Mass. Andrew Hicks	Bark	303 203	Otis F. Hamblen T. C. Spaulding	A. Hicksdo
Gov. Carver	do	198	Jason W. Gifford	Henry Wilcox
PlatinaSea Fog	do	214 168	Amos A. Chase Joseph W. Lavers	Andre & Hicksdo
Edgartown, Mass. Linda Stewart	Bark	236	Frederick Sr	William H. Munroe
Splendid	Ship	369	Jernegan	do
Tisbury, Mass. M. Taylor	Brig	117	Thomas Foster	J. M. Taber
Nantucket, Mass. Abby Bradford E. H. Adams Oak	Schooner Brig Bark	114 107 167	John Murray Zenas M. Coleman Joshua Chadwick	Joseph B Macy Freeman E. Adamsdo
Provincetown, Mass.		1		
A. H. Brown A. L. Putnam A. L. Putnam Aleyone Alleghapy Alexander Antaretic Arizona A. Clifford	do do do do do	178 130 93 73 136 113	Brown Graham Graham Hopkins Hill Goodspeed Dyer Dyer Graham Grah	E. & E. K. Cook & Co Daniel C. Cook
Albert Clarence		139		Alfred Cook
Ada M. Dyer	do	129		David Conwell
Carrie Jones		13	Gelett	David Conwell
D. C. Smith	do	. 6		D. Conwell
E. B. Conwell E. H. Hatfield Emma F. Lewis	ao	. 12	George W. Powe	
Emporium	do		l — Downer)
Estella Etta G. Fogg	do	12	Thompson	
Express	do do	13	5 { Cook	S. Cook

FISH AND FISHERIES.

Table showing returns of whaling-vessels

Managing owner or agent. Captain. William Potter, 2d Macomber..... Henry M. Allen..... A. J. Hadley ur II. Hammond C. Hathaway . . . h Hathawaydo F. Hamblen Spaulding Henry Wilcox n W. Gifford..... Andrew Hicks......do os A. Chase ph W. Lavers . . William H. Munroe . . . lerick Sr :_____ - Jernegan..... J. M. Taber mas Foster..... Joseph B Macy Freeman E. Adams....do n Murray as M. Coleman hua Chadwick Thomas Hilliard ...
H. & S. Cook & Co ...
E. & E. K. Cook & Co Daniel C. Cook
P. N. Freeman
J. E. & G. Bowley
Stephen Cook Elwell

Dyer

Brown

Graham

Hopkins

Hill

Goodspeed H. & S. Cook & Co J. Freeman Alfred Cook nes S. Dyer David Conwell..... J. E. & G. Bowley Union Wharf Co..... S. Cook David Conwell John Atwood Cannon

Keith

Orge W. Powe

Cook

Downer

J. E. & G. Bowiey

E. & E. K. Cook

B. Atkins David A. Small

--- Snow

Thompson

HISTORY OF THE AMERICAN WHALE FISHERY.

	D	ate-	Result	of voy	age.	
Whaling-ground.	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	Remarks.
Atlantic	Sept. 9	May 1, 1868	Bbls. 20	Bbls.	Lbs.	Bonght from Nantucket 1866.
Atlanticdo	May 10 May 13 May 10	Apr. 23, 1868 Aug. 14, 1867 Aug. 28, 1867	212 220 185	32 15		Sent home 55 sperm. Bought from Beston 1866; gone three months; value of carge \$13,000. Brought also 8 pounds of ambergris.
Pacific Ocean . Indian Ocean .	Dec. 18	May 14, 1872 June 13, 1870	225 927			Built 1867; sent home 843 sperm, 4 whale. Took 208 pounds ambergris, worth 894 per pound, and sent it to London; sold to Boston 1872. Sent home 670 sperm; condemned and sold
Pac fic Ocean - Indian Ocean -		June 13, 1871	276	209		at Mauritius 1809. Sent home 812 sperm. Sent home 259 sperm.
Indian Ocean . North Pacific .				-		Bought from Now York 1867; built at Dorohoster, Md., 1862; sent home 257 sperm; sold to Tisbury 1871. Sent home 1,100 sperm; sold to New Zealand 1873 for whaling thence.
Atlantic	May 11	Sept. 20, 186	8 20	٠		Bought from Dennis 1866; formerly a schooner; sent home 116 sperm.
Atlantic do Atlantic & Inc	May	Sept. 26, 136	8 40 8 17 9 57	0	5	
Atlanticdo	Dec. 2 Oct. 1 Feb. Feb. 1 Nov. 1 Dec. 2	6 July 30, 186 5 Aug. 24, 186 7 Aug. 12, 186 8 Aug. 13, 186 4 July 30, 186 11 July 10, 186 3 Aug. 18, 186	58 11 57 11 57 15 59 1	13 3 53 13 30 17 20 20 20 80 19 90 20	6	Withdrawn 1868; sold to New Bedford 1869.
do	Feb. 1 Jan. Dec. 2	8 Aug. 19, 186 3 Sept. 12, 186 6 Sept. 3, 186	68 67 68 1	90 1- 70 20 55 2:	45 00 20 00	Added 1866; sent home 45 sperm. Salledagain August6; arrived July 94, 1868; 76 sperm; built 1866; added 1867; withdrawn 1866; sent home 60 sperm.
do do	Oct. Nov.	20 Aug. 15, 18 22 May 18, 18 5 July 31, 18	68 68 168	40	10	Sent home 190 sperm. Added 1867; withdrawn 1869.
do do do do do	Jan. Jan. Jan. Jan. Jan. Jan. Jan. July	16 Aug. 20, ie 11 Aug. 30, 18 22 Sept. 15, 18 22 Oct. 9, ie 30 Sept. 17, 16 25 June 16, 18 24 Aug. 22, 16 11	668 668 668 667 667 868 867 868	39 150 75 220 75 1 81	3 10 60 45 29 8	Sent home 133 sperm. Built at Ipsavich 1866. Sold to West Ledies 1868; sailed from thence whaling under a Provincetown captain. Second mate, Edwin Dunbam, lost overboard 1867; also lost four men, boats, &c. Added 1867; supposed to be lost with all on board.
••••do	June	18 Sept. 1, 18	868	177	78 110 114	Added 1867; sent home 225 sporm. Built 1866.

Name of vessel.	Class.	Tounsze.	Captain.	Managing owner or agent.
		Ton		materials
1867.				
Provincetown, MassContinued.	0	, la	tkins Smith	J. Atwood, jr. & Co
J. Taylor		174 A 117 -	Chapman	B. A. Lewis & Co
Losoph Lindsey	do	95	Ryder	
Mary D. Leach	do	143 -	W. A. Leach Fisher	
Montezuma N. J. Knights N. F. Putnam	do do do	1	Nye Dyer Tilson William Remington Sparks	D. Conwell H. & S. Cook Union Wharf Company D. Conwell
Olive Clark	do	98	Dyer	E & E K Cook & Co.
Quickstep Rising Sun S. A. Paine S. R. Soper V. Donne V. H. Hill Walter Irvin Winged Racer Willie Irving	do do do do do do do Brig Schooner	100	Nickerson Freeman Curran Burch Young Freeman Atkins Rich White	Atkins Nickerson Freeman & Hilliard Robert Soper H. & S. Cook & Co J. E. & G. Bowley Amos Nickerson D. Conwell
Watchman W. A. Grozier	do	140 168	James E. Cook Young	Isaiah Gifford
Wellfleet, Mass.		er 135	Gross	R. R. Freeman
Boston, Mais.			-1	Heman Smith
Louisa A	Schoone		Abbott	Robert Soper & Son
Rosa Baker. S. E. Lewis Thriver Wm. Martin	do	et 96	Smith	Robert Soper & Sen
Salem, Mass.	Brig	135	Worth	
Said bin Sultan	Bark	23		
Ww. H. Shailer	do	17	5 Marshall	do
Beverly, Mass.	Brig .	14	Cottle	F. W. Choate
Newburyport, Mass. Hannah GrantLife Boat	Schooldo		71 — Robbins Joseph H. Caton	
New London, Conn.				Lawrence & Co
Chas. ColgateEmma Jano			86	Richard H. Chapell
Era	do	1	88Tyson	
Franklin	do Brig	1	19 Buddington Bailey	n R. H. Chapell

Table showing returns of whaling-vessels

Captain.	Managing owner of agent.
	407
- Chapman	J. Atwood, jr. & Co B. A. Lewis & Co
- Ryder A. Leach - Fisher	James Rich
- Nye	D, Conwell H. & S, Cook Union Wharf Company
Dyer Nickerson Preemau Curran Burch Young Freeman Atkins Rich	D. Conwell. E. & E. K. Cook & Co. Atkins Nickerson. Freeman & Hilliard Robert Soper H. & S. Cook & Co. J. E. & G. Bowley Amos Nickerson D. Conwell. C. H. Cook
White	
mes E. Cook	Atk. Nickerson
Gross	R. R. Freeman
Senter	
Stetson Smith Swain Bourne	Robert Soper & Son
Worth	John C. Osgood
ames W. Holmes	do
Marshall	do
Cottle	F. W. Choate
Robbins Joseph H. Caton	Sumner, Swasey & Co
Bolles	
Tyson	
Bailey Stephen Bolles	R. H. Chapell do

	Da	ste-	Result	of vo	yage.	
Whaling- ground.	Of sailing.	Об аттічаі.	Sperm-oil.	Whale-oil.	Whalebone.	Remarks.
.do		Aug. 24, 1869 July 30, 1868 Aug. 15, 1867 Sept. E, 1868 Aug. 31, 1868 Nov. 27, 1867	Bbls. 150 80 25 8: 60 50	Bbls.	Lba	Withdrawn 1869. Sent home 72 sperm. Added 1866; withdrawn 1868. Added 1867; sent home 362 sperm. Sailed under Captain Jos. Farwell, who died
do	Dec. 21 May 31 May 16 May 13	Sept. 15, 1868 Sept. 17, 1868 Aug. 6, 1868 Aug. 12, 1867	170 106 90	15		May 14, 1867. Added 1867; sent home 70 sperm. Built 1867; sent home 448 sperm.
	Dec. 26 Nov. 24 Dec. 11 Apr. 18 Apr. 18 Jan. 3	Aug. 28, 1869 Aug. 28, 1869 Aug. 28, 1868 Sept. 21, 1869 Aug. 19, 1818 Aug. 26, 1867	75 105 171 180	90 180 Clean 130		Sent home 68 sperm. Added 1867; sent home 114 sperm. Sent home 160 sperm.
. do	May 11 Feb. 25 Feb. 2 Jan. 25	Oct. 5, 1868 Sept. 20, 1868 July 31, 1867	300	94		Altered from a schooner 1867. Added 1866; supposed to have foundere near George's Bank, and all on board los 1867; sent home 166 sperm.
. do {	Jan. 25 Sept. 12 Oct. 10	Aug. 13, 1867 Aug. 6, 1868 Sept. 5, 1869	80	110	0	Sent home 239 sperm.
tlantic	Dec. 11	Sept. 26, 1869	260	8	5	Sent home 85 sperm; withdrawn 1870.
Atlantic	Dec. 18 May 6 July 9 Oct. 22 Nov. 9 Nov. 12	Sept. 10, 186	9 17 9 22 8	0	e	Sent home 271 sperm; withdrawn 1871. Added 1867; supposed to have been lo with all on board. Built 1867; sent home 324 sperm. Sent home 76 sperm. Bought from Beverly 1867.
Indian Ocea n .	Dec. 17	May 16, 187	1 76	50		Altered from a schooner 1867; built at W mington, Del, 1861; sold to Boston 18; sent home 116 sperm.
Atl'tic and Pac	June 13		1 29)4 14	49	Bought from Boston 1867; built at Ne buryport 1861; sent home 410 speri sold to Boston 1872; Salem's hast whal Sent home 243 sperm, 20 whale; condemn and sold at Rio Janeiro Nov. 6, 1869.
Atlantic	Apr. 2	Sept. 12, 18	68 1	90	4	Put into New Bedford April 30; damas by collision with British ship Isabel sent home 60 sperm.
Atlantic	Apr. 1 Mar.	0 Sept. 5, 18 Aug. 26, 18			31	Added 1867; built on the Merrimac 184
Hurd's Island. Desolat'n Islan Cumber'ld Inle	July	6 Apr. 26, 18	1	•	150 97 1, 1 137 13, 4	timore 1855, to replace the E. R. Sawy 00 Added 1866; third mate, H. Griswold, o
do Hudson's Bay Atlantic	May	Sept. 10, 18 Sept. 14, 18	68	. :	393 6, 6 668 8, 7	00 May, 1808.

Table showing returns of whaling-result

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
Roswell King	Ship Schooner		Church	
Balæna	Bark	209 -	French	do
New York, N. Y. Addison	Bark		Peleg Cornell	
A. R. Tucker Ansel Gibbs Atlantic Black Eagle	do	303 291 229 367	Charles B. Barstow Eluathan B. Fisher Henry R. Craw B. Swain, jr Charles H. Gifford Hervey E. Luce	Jonathan Bourne, jr. J. & W. R. Wing Andrew H. Potter
China Cleone Com. Morris Contest. Cornella Coral	Ship do Bark do	338 341 203 361	Jacob A. Howland	Swift & Perrydodo John P. Knowies, 2d Taber, Gordon & Co
D. N. Richards Draco E. Swift	Bark do	258 327	Andrew M. Braley. George W. Bliven	J. Bourne, ir Swift & Allen
Emily Morgan	do	343	James W. Staplefore	d G. & M. Howland
Gov. Troup	Ship Bark	401	John A. Castino Tim. C. Packard	
James Maury			George Fox John C. Smith	
Jirch Perry	Ship .	ner 8	3 John M. Honeywel	Simeon N. West
John P. West. Joseph Maxweli Laconis Letitis. Lagda	l do	126	George Cowie John A. Luce Joseph Stowell Swift	J. P. Knowles, 2d J. & W. R. Wing
Lagoda	do	2	Peter Gartland 46 David E. Allen 37 Hezekiah Allen	Swift & Allen William Watkins

Table showing returns of whaling-result

Captain.	Managing owner or agent.
- Church	R. H. Chapelldo
_ Jennings	H. & S. French
- French	do
	j
eg Cornell	Lorenzo Peirce
arles B. Barstow athan B. Fisher ary R. Craw Swain, jr	J. & W. R. Wing Jonathan Bourne, jr J. & W. R. Wing Andrew H. Potter
arles H. Gifford rvey E. Luce	William Phillips & Son Edmund Maxifeld
cob A. Howland mes L. Chapman ward P. Shiverick . mes E. Potter	. Taber, Cordon to com
aac P. Webb	. William P. Howland
ndrew M. Braley eorge W. Bliven	
enjamin Dexter	J. & W. R. Wing
ımes W. Stapleford enjamin Gifford	G. & M. Howland A. H. Potter
ohn A. Castino im. C. Packard	
eorge Fox	W. P. Howland
ohn C. Smith	Charles R. Tucker & Co
eorge F. Smith ohn M. Honeywell	Swift & Perry Abraham Delano
alvin Manchester. Jeorge Cowie	Taber, Read & Co
John A. Luce Joseph Stowell Swift	·· Domarame
Peter Gartland David E. Allen Hezekiah Allen	Swift & Allen

HISTORY OF THE AMERICAN WHALE FISHERY.

	D	sto	Rosul	t of vo	e rette.			
Whaling- ground.	Of miling.	Of arrival.	Sperm-oll.	Whale-oil.	Whalebene.	Remarks.		
lurd's Island	Ang. 19 July 13	June 6, 1368 May 19, 1870	Bbls.	Bbla. 1, 926 602	Lba. 3, 22	Sent bome 1,550 whale and elephant.		
ndian Ocean	Oct. 13	Oot. 21, 1870	5(Joseph Menday, third mate, and three men, drowned at Tristan d Acunha, Novem- ber, 1868; sent home 550 sperm; sold to		
Atlantio	July 3					New Bettiord 19:11. Formerly named Michael, under the Portuguese flag; then the Parana, sailing from Sag Harbor; then was an English brig; added again to Sag Harbor 1866; the orew, except the second and third mate and one, boat-steerer, deserted at Saint Catharine's 1865; condemned at Panama; refitted and named Salite French 1868; sent home 180 aprim, 400		
Atlantic	July 4	Oct. 25, 1868	95			whale, 2,200 pounds bone. Added 1867; sent home 200 sperm.		
Atlantic	. May 19	Sept. 26, 1869 May 13, 1879 June 30, 1879	1, 07	65 15	30.	Sent home 108 sperm. Sent home 203 sperm, 340 while, 2,590 bone. Sent home 342 sperm, 363 while; sold to Beverly 1473, for freighting. Sent home 530 while, 4,100 pounds bone.		
Indian Ocean . Pacific Ocean .	Oct. 6		97		7, 46	Sent home 476 sperm, 85 whale, 685 pounds bone; sold to New York for merchant		
Atlantic	Nov. 16	Aug. 4, 101	1 1, 1	1, 19	4, 23	Sent home 164 sperm. Sent home 256 sperm, 36 humpback. Sent home 524 sperm, 1,421 whale, 5,000 pounds bone.		
Atlantic	Dec.					Norfolk disabled; withdrawn 1870.		
do North Pacific						Sent home 80 sperm; 911 whale, 15,30		
do						pounds bone; lost in the Arcele 1871. Altered from a ship 188; sout home 3r sperm, 1,354 whale, 1,747 bone; lost in the Arctic 1871.		
Atlanticdo	May 1	2 Sept. 21, 18	10 2	45	5	273 sperm.		
Indian Ocean North Pacitio	June 1	6 May 10, 18				lost in the Arctic 1871.		
Atlantic	June 1				an	Provinces 1800; bought and blacking		
Indian Ocean	Aug.	June 4, 18			5	sperm, 80 whate, 500 pounds bone; 80 to New York 1873.		
Atlantiodo		Aug. 28, 18	71		195 3, 14	Sent home 146 sperm; sold to Globoome 1869.		
Indian Ocean		1 00% 5, 18	71	983	3, 3	I Don hi from Fairnaven Icuc; some non		
Pacific Ocean	Oct. Sept. July	15 May 28, 18 91 May 29, 18 25 June 1, 18	71 72 73		510	Sent home 218 aperm, 369 whale. Sent home 249 sperm, 2,459 whale, 24,6		
Indian Ocea North Pacifi	June June	16 July 1, 1, 23 Apr. 3, 1	879 879 1, 273	846 147	54 636	Sent home 422 sperm, 40 whate.		

Table showing returns of whaling-remels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1868.				
	Bark	33H	leorge H. Allen William C. Fuller	
	do	1	J. R. Jenney	
Oliver Clooker	ob	0	James H. Fisher	James B. Wood & Co
Osmanlt Ospray Pacific	. do	999 173 341	H. J. HoganJamea M. Williams Andrew R. Hyer James B. Huxford	Jacob B. Hadley Swift & Aslen Swift & Perry
Palmetto	do	915	James B. Robinson	
Petrel	Schooner Bark do	61 314 358	Lering Braley Henry A. Slocum Jared Jernegan	T. Knowles & Co W. Watkins
Sunbeam	do	955 964	Thomas N. Fisher Moses L. Snell	
Tropic Bird	do	145	Edgar W. Crapo	
Wm. Gifford	do	241	Charles A. Veeder	Charles H. Gifford
Fairhaven, Mass.	1		No. ob Dolone	Damon & Judd
Ox'ord U. D	Brig Schoone	91	Nathan Briggs Ambrose H. Bates	do
Union	do	. 66		Obed F. Hitch
Wash. Freeman	do	. 96	Loring Braley	Obed F. Hitch
Marion, Mass. Admiral Blake	Schoone	84		
Cohannet	do do Brig	. 58	Allen D. Ryder John A. Kelley	H. M. Allen
Pocahontas	do	. 90	Micajah C. Fisher.	
Wm. Wilson	Schoon	e1 9	Hathaway .	A. J. Hadley
Dartmouth, Mcse.	Schoon	6 4	Thomas J. Cannon	William Porter, 2d
Westport, Mass.	Bark.	16	John M. Allen	Henry Wilcox
Tisbury, Mass. Mercy Taylor	Brig	1	Thomas Foster	J. M. Taber
Nantucket, Mass.				Joseph B. Macy
Bohio	Bark.		97 Henry W. Davis 82 William Jernegan	
R. L. Baratow	do .		o4 William betrogan	
Provincetoron, Mass. A. L. Putnam	Schoo		93 — Smith 92 — Baldwin 70 — Graham 85 — Dyer	Daniel C. Cook

Table showing returns of whaling-remels

rge H. Allen Charles Hitch & Son	
Jenney Loum Snow & Son	
ies H. Fisher James B. Wood & Co	
J. & W. R. Wing	
nes B. Robinson C. R. Tucker & Co	1
ring Braley C. Thatcher & Co nry A. Slocum T. Knowles & Co ed Jernegan W. Watkins	
omas N. Fisher J. & W. R. Wing	
gar W. Crapo W. P. Howland	
aries A. Veeder Charles H. Gifford	
nbrose H. Bates do	
wen Fisher Dexter Jenney	
oring Braley Obed F. Hitch	
rthur H. Hammond . Henry M. Allen	
7illiam C. Hathaway. A. J. Hadley	
licajah C. Flaherdodo	
Hathaway A. J. Hadley	••••
Thomas J. Cannon William Porter, 2d.	
John M. Allen Henry Wilcox	
Thomas Foster J. M. Taber	****
Henry W. Davis Joseph B. Macy	
William Jernegan dodo	0 0 6 6 9
- Swith	0

	De	ite-	Result	of voy	аде.	
Whaling- ground.	Of arrival.	Spermoil	Whale-eil.	Whalehone.	Remarks.	
Pacific Ocean	July 1 June 1 July 14	Aug. 16, 1872 June 11, 1872 July 8, 1871	Bbls. 1, 974. 1, 3e0	957 285	Lbs.	Sent home 472 sperm. Sent home 92 sperm, 110 whale, and 570 bone. Sent home 1,100 sperm, 1,273 whale, and 39,581 bone.
North Pacific Atlantic Indian Ocean Atlantic Atlantic Pacific Ocean	July 1 Dec. 9 Oct. 6 May 5 Oct. 20 June 10	Nov. 25, 1870 July 14, 1871 Apr. 30, 1871 Apr. 28, 1869 June 19, 1872		711 373 1 561	2, 786	Loase in the Arctic 1s71; sent home 433 aperm, 1,933 whole, and 27,340 bone. Sent home 455 sperm. Sent home 373 aperm and 675 whale. Sent home 373 aperm and 675 whale. Sent home 498 sperm and 320 humpback. W. S. Church, first made, duel from wound received from a bomb lance Nov. 6, 1s69. Bought from New York 1s6c; sent home 119 aperm and 356 whale.
Atlantic Indian Ocean . North Pacific.		Oct. 7, 1868 July 15, 1871		131	1, 93:	Sold to Edgartown 1871. Altered from a ship 1868; sent home 379 sperm, 8239 whale, and 30,763 bone; lost in the Arctic 1871.
Pacific Oceando Pacific Ocean.	June 4 July 21 Nov. 23	Nov. 6, 1871 Oct. 17, 1870	y 4	1,000		Sent home 137 sperm, 200 whale, and 1,100 bone. Sent home 280 sperm; sold and withdrawn 1871. Withdrawn 1873.
Cumberl'd Iule Atlantiodo	Nov. 6	7 Sept. 26, 186	1		0	Lost in Cumberland Lilet 1869. Sent home 190 sperm; condemned and sold at Barbadoes, January, 1870. Bought from Provincetown 1868; sold to New Bedford 1870. Sent home 137 sperm; sold to Thomaston, Me., tor freighting 1871.
Atlantio	Dec.			36		The state of the s
do .	May 2 May 1 Dec. 1	10 Oct. 12, 186 12 Sept. 21, 186 18 July 27, 18	18 18 18 70 9	17 51 70		Added 1868. Do. Sent home 48 sperm, 442 whale, and 1.748 bone; withdrawn for merchant-service 1271. Bought from New Bedford 1868; condemned at Barbaiges, October, 1870;
do	May !	22 Aug. 28, 18	68 1	69		sent home 150 sperm.
Atlantic	May	15 Sept. 25, 18	68	75		0.1
Atlantic	May	27 May 15, 18	371	634	40 4	100
Atlantic	Dec.	3 Aug. 3, 1	870	250	150	Sent home 180 sperm and 238 whale; sold to New York 1871.
Pacific Ocea	1			430	650	Bought from New York 1868; sold at Cal- lao, January, 1872. Sold at Callao, February, 1873.
Atlantic Indian Ocea Atlantic	n Oct. Jan.	20 June 8, 1 24 Aug. 28, 1	871 868	45 938 145 73	50 6 236	Withdrawn 1869. Sent home 235 sperm; withdrawn 1871. Withdrawn 1870.

Table showing returns of whaling-vousels

Name of vessel.	Class.	Todoop.	Captain.	Managing owner es agent.
1865.				
Provincetown, Mass Continued.				7 Museuman
Albert Clarenee	Schooner do do	92	Orlando J. Tripp	Alfred Cook
Carrie W. Clark	. do	116	William Clark, jr	Atkins Nickerson
C. H. Cook Chas, A. Higgins	do	114	N. Y. Higgins	Stephen Cook Union Wharf Company
D. A. Small E. B. Conwell E. Gerry	Brig Schooner do	119 91 71	Josiah Ryder Cann Emery	David A. Small David Conwell Uhion Wharf Company
Ellen Rizpah	do	6%	White	B. A. Lewis & Co
Emma F. I wis	do do do	65 65 141	Powe	E. & E. K. Cook Joshua Lewis Union Wharf Company
II. M. Simmons	Schooner do Brig		Chapman	do
L. P. Simmons	Schoone do			D. Conwell
Mary G. Curren M. F. Simmons N. F. Putnam Olivo Clark Sassacus S. R. Soper	do do do do	100 8' 6-	Gellett Dyer Atkins Freeman	Robert Soper
V. Doane			Rich	D Conwell
Winged Racer	do	. °	Graham	3
Boston, Mass. Carrie Jones F. H. Moore S. N. Smith	Schoon Brig Schoon	. 10	7 Wood	Robert Soper & Son
Thriver	do		39 Cook Fisher	R. Soper & Son H. Smith
Salem, Mass.	Dele	1.	Richmond	John C. Osgood
Falcon	Brig	1	Atennond	
Newburyport, Mass. Georgia	Schoor		Bradbury Caton	Sumner, Swassy & Co.
Groton, Conn.	. School	ner 1	48 Baker	Ebenezer Morgan
New London, Conn. E. B. Phillips		1	44 C. B. Chapell	Williams & Haven
George and MaryGeorgianaGolden West	do . Brig - Schoo		105 — Newbury 128 A. J. Parsons Church	Williams & Haven

Table showing returns of whaling-vowels

* * * * * * * * * * * * * * * * * * * *	W. V. Complete and St.
Captain.	Managing owner or agent.
- Bourne ndo J. Tripp - Dyer	J. Freeman
iam Clark, jr	Atkina Nickerson
Crowell	Stephen Cook Union Wharf Company
h Ryder Cann Emery	David A. Small
- White Powe Higgins Merithew Stid 8. Smith	B. A. Lewis & Co
Cook	Stephen Cook
- Dunbam parks.	J. E. & G. Bowley D. Conwell
Fisher Geliett Dyer Atkins Freeman Eldridge	Freeman & Hilliard. E. & E. K. Cook & Co. H. & S. Cook D. Couwell E. & E. K. Cook & Co. Robert Soper
- Young - Rich	H. & S. Cook D. Conwell
Cornell	Robert Soper & Son Heman Smith
Cook	R. Soper & Son H. Smith
- Richmond	John C. Osgood
- Bradbury Caton	Sumner, Swasey & Co.
- Baker	Ebenezer Morgan
Chapell	Williams & Haven
- Newbary Parsons	Williams & Barns Williams & Haven Lawrence & Co

	1	hate-	Ream	t of vo	yage.			
Whaling- ground.	Sperm-off.	Whalesal	Whalrhead	Remarks,				
Atlantic	Nov. 28 Ang. 4 Dec. 91 July 3 May 8 June 13 June 15 Dec. 21 Oct. 6 Mar. 19 Jan. 17 Dec Apr. 29 Nov. 14 Oct. 97 May 27 June 10 June 19 Nov. 19	Nov. 4, 1870 No report Bept. 14, 1860 June 18, 1869 Oct. 25, 1868 Aug. 27, 1870 Sept. — 1870 Sept. 5, 1869 Sept. 15, 1869 Sept. 17, 1860 Aug. 5, 1870 July 26, 1870 Aug. 31, 1869 July 26, 1870 Aug. 31, 1870 July 26, 1870 Aug. 31, 1870 July 26, 1870 Nov. — 1871 Nov. — 1871	### ### ##############################	900 1 170 5- 1-0 30 34	0000 v	Withdrawn 1878. Withdrawn 1878. Withdrawn 1871; sent home 76 sperm. Added 1868; sent home 150 sperm and 366 whate; wrecked on Gay Head 1868. Built at East Boston 1868; sent home 350 sperm; withdrawn 1870. Built at Duxhury 1868; sent home 56 sperm; withdrawn 1876. Sent home 30 sperm. Sent home 90 humpback; withdrawn 1860. Withdrawn 1870. Withdrawn 1870; sent home 18 sperm. Built at Duxhury in 1868; sent home 203 sperm; withdrawn 1870. Sent home 190 whale; withdrawn 1870. Sent home 190 whale; withdrawn 1870.		
do	July 11 May 90 June 1	July 20, 1870 May 11, 1871	150 53 80 930	19" 300		Built at Hanover in 1808; sent home 20 sperm; withdrawn 1871. Withdrawn 1871. Withdrawn 1870; seld to New York 1872. First whaler for the Pacific from Province-town; withdrawn 1871; sent home 70 sperm; 430 humpback.		
do	July 23 Nov. 12 Dec. — Jan. 13 Sept. 28 Jan. 16 Jau. 24 Dec. —	Oct. 4, 1869 Oct. 4, 1869 July 27, 1869 June 25, 1869 June 2, 1869 Sept. 4, 1868 Sept. 6, 1868 Sept. 14, 1869	138 130 35 50	300 150 300		Withdrawn 1870. Sent home 410 sperm; 92 whals. Sent home 90 sperm; lost on Bird Island May 25, 1870; had 150 sperm; saved 120. Withdrawn for mackerel-fishery 1868. Withdrawn 1869.		
Atlanticdodododododo	May 5 Feb. 29	Sept. 9, 1869 Aug. 29, 1870 Aug. 29, 1869 Oct. 13, 1869	273 180 100 170			Added 1868; sent home 48 sperm. Lost August 28, 1869; the captain's wife, 9 children, first and second mates, boutestevers, and 13 of the crew lost; had 180 sperm; sent home 65 sperm.		
Atlantis		May 9, 1871	471	4		Sent home 25 sperm; sold to Boston 1871.		
Atlanticdodo	Nov. 23 Dec. 21	Sept. 28, 1969 Aug. 6, 1870	93 127	166		Sold to Brewer, Mc., 1869. Withdrawn 1870.		
Com. Inlet	May 26	Sept 23, 1869		143	1, 765	Withdrawn 1870; Groton out of the business.		
Indian Ocean		May 16, 1871	163	27 3		Bought from Boston 1868; Captain Chapell died at St. Helena October 20, 1870; sent home 219 sperm; shipped 2,000 gallons sperm to London from St. John's, N. F.; sold to Boston 1874.		
		Sept. 17, 1869 Apr. 18, 1871			8, 000	Supposed to be lost, with all on board, 1868. Sent home 125 elephant.		

Table showing returns of whaling-vessels

	.	1			
Name of vessel.	Class.	Tonnage.	_	Captain.	Managing owner or agent.
1868.	i				•
New London, ConnContinued.	Schooner	106	_	Spicer	Williams & Haven
Helen F	Bark	432	1	Allen	Williams & Barus
J. D. Thompson			i	Church	Richard H. Chauell
Roman	Ship Schooner	350 101		Avery	Richard H. Chapell Williams & Haven
Sag Harbor, N. Y. Concordia	Bark	217	-	Dunbar	O. R. Wade
	Brig	116		Babcock	H. & S. French
Myra New York, N. Y.	Ding.				
A. B. Cook	Brig	150	3 1	Wells S. Field	I. McKim Cook
Endeavour	Bark	25 24	2 I	Henry P. Taber Clothier Peirce	Lorenzo Peircedo
Ocean Steed	do	. 25	8 (G. B. Borden	do
San Francisco, Cal.	Ship	47	0 -	Fraser	Sherwood & Co
1869.			1		
New Bedford, Mass.	Ship	35	53	Alonzo J. Marvin	C. R. Tucker & Co
Adeline		95	- 1	John C. Pierce	John W. Pierce
Annie Ann	Bark		1		
Ansel Gibbs Desdemons Edward Everett E. Corning	do do do do	1112		Charles Stetson Samuel F. Davis Hubert A. White John W. Cornell John C. Diamond	G. & M. Howland Gideon Allen & Son Swift & Perry J. Bourne, jr
Eugenia	do	. 3	15	Daniel B. Nye	Swift & Allen
Fanny	Ship		91	Lewis W. Williams . N. P. Gray	
George	Bark		59 00	Abraham Osborn Alexander A. Tripp.	
Hecla	do	. 1	60	Frederick H. Smith.	Thomas Knowles & Co.
Herald	do	. 3	300	John R. Sturgis	
James Arnold	Ship Bark do		346 195 357	William P. Briggs Benjamin Manter Aaron Dean	G. & M. Howland William O. Brownell
	do		295	William J. Macy	Joshua Richmond & Son
Leonidas	do		98	A. L. Stickney	David B. Kempton
Live Oak					
Louisa	do .		303	George W. Slocum.	
Lydia	do .		329		1 Edmund Maxfield C. R. Tucker & Co
Mars Mercury	do . do . do .	***	166 256 311 313	Tristram P. Ripley	William Phillips & Son W. O. Brownell
Milton	Ship .		373	Thomas Wilson	Taber, Gordon & Co

Table showing returns of whaling-vessels

Managing owner or agent. Captain. Williams & Haven.... - Spicer Williams & Barus - Allen Richard H. Chapell Williams & Haven..... __ Church O. R. Wade _ Dunbar H. & S. French..... _ Babcock I. McKim Cook ells S. Field Lorenzo Peirce......dodo B. Borden Sherwood & Co --- Fraser C. R. Tucker & Co.... lonzo J. Marvin.... John W. Pierce ohn C. Pierce Jonathan Bourne, jr ...
G. & M. Howland
Gideon Allen & Son ...
Swift & Perry
J. Bourne, jr Swift & Allen..... Daniel B. Nye.....do Gideon Allen & Son.... Charles Tucker...... Abraham Osborn Alexander A. Tripp.. Thomas Knowles & Co.. Frederick H. Smith.. Zenas L. Adams John R. Sturgis..... Taber, Gordon & Co ... G. & M. Howland William O. Brownell ... William P. Briggs ... Benjamin Manter.... Aaron Dean Joshua Richmond & Sor William J. Macy..... A. L. Stickney John A. Beckerman.. David B. Kempton..... Charles S. Randall George W. Slocum... Swift & Allen Edmund Maxifeld Lysander W. Gifford. C. R. Tucker & Co Gifford & Cummings ... William Phillips & Son W. O. Brownell Owen H. Tilton

Allen
Tristram P. Ripley ...
Charles Hamili

Thomas Wilson.....

Taber, Gordon & Co....

HISTORY OF THE AMERICAN WHALE FISHERY.

	D	Date-			oyage			
Whaling- ground.	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	1	Remarks.	
um. Inlet	June 20	Out, 1877	Bbls.	Bbls	Lb	П	ad taken at last report 1,450 whale, 13,600 pounds bone. ent home 82 sperm, 2,774 whale, 31,829	
North Pacific	June 13						pounds bone; lost in the Arctic 1871.	
Desolation Isld. Jum. Inlet	Aug. 13 June 20	May 18, 1869 Nov. 6, 1869	Clear	1,61	17	693		
Cum. Inlet	Apr. 20	Oct. 7, 1869	110	6 2	00 2,		ent home 121 sperm; sold to New London 1870.	
Pacific Oce an .	Aug. 24	Apr. 25, 1871	23	3	10		Sent home 325 sperm; 333 whale.	
Pacific Ocean -	Aug. 5				•		Belongs to parties in Panama; fitted from New Bedford 1868; added under Ameri- can flag; lost on Point Mangales, Jrue 11, 1873; sent home 700 sperm, 450 whate Bought from New Bedford 1868. Third home, 468 arem; withdrawn 1873.	
Indian Ocean	Nov. 14 June 2	Oct. 2, 1876 June 13, 187	1, 0		130		Bont home two Board pad ford transferred	
Atlantic	Apr. 9	Nov. 28, 186	9 4	28	17		to New Dedinity 1810, soon, in any	
North Pacific	Dec.	7 Nov. 7, 186	9	45 1,	600 20	,000	Sailed 1870 for the Arctic; lost there 1871.	
Pacific Ocean			74 7	92	746		Sent home 570 sperm, 1,500 pounds bone; sold to Mauchester, Mass., 1874. Added 1869; sent home 495 sperm; con- demned at Mauritius in November, 1871.	
Atlantic	Oct. 2	May 12.	1,0	09	9		Sent home 150 whale, 800 pounds bone.	
Pacific Ocean Atlantic Pacific Ocean	Nov.	4 May 12, 18	73	311 461	521 162		Sent home 264 sperm. Joseph Caton, second mate, killed while	
North Pacifit							cutting in 1871. Sent home 175 sperm, 390 whale, 6,563 lbs. bone; lost in the Arctic 1871.	
do	July	21					Lost in the Arctic 1871. Condemned at Mauritius, September, 1869; sent home 658 whale.	
Pacific Ocean	Aug.	10	72	115	875		Sent home 533 sperm; sold to Gloucester	
Atlantic Indian Ocean							1672. Sent home 8 sperm; lost on Bird Island Dec. 29, 1670; had 539 sperm, saved 28 Altered from a ship 1869; sold to London	
	Aug.			180	80	300	Altered from a ship 1869; sold to London 1873. Sent home 370 sparm, 712 whale, 3,463 bone.	
Pacific Ocea Atlantic North Pacifi	June	1 June 30, 1	973 872	600 418	960 513	1, 678	Sent home 146 sperm. Sent home 1,208 whate, 17,148 pounds bone	
Indian Ocea			873 1	560	38	150	Sent home as sperin; sold to make	
Atlantic Indian Ocea		2 June 15, 1 June 6, 1	879 874	95 105	288 1, 257		Transferred from the merchant-service it 1869; formerly the Hobomok; sent homes 1869; formerly the Hobomok; sent homes	
do	May	4 June 23,	1874	55	1, 138		N. B., for merchant service, N. B., for merchant service, N. Sent home 1,170 sperm, 757 whale, 25,35	
Pacific Oce	an July	14 Aug. 1,	1873	288	360		1871 · sent home 803 whate, 1,030 bond.	
Atlantic .			1873	531 1, 440	384		Sent home 317 sperm. O Sent home 479 sperm.	
Pacific Oce Indian Oce	an May	7 26 Nov. 1,	1872	1, 031	48 53	1, 0,	Sent home 269 sperm, 4 whate. Sent home 446 sperm, 2,868 whale, 42,9	
North Paci				790	95		pounds bone. Mr. Porter, second mate, killed by a wha October 5, 1873; sont home 1,159 spers 29 whale, 407 pounds bone.	

Table showing returns of whaling-ressels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1869.				
New Bedford, Mass.—Continued. Milwood	Bark	916 977	Edwin W. White George A. Smith	G. Allen & Sondo
Nautilus	do	385	George F. Bouldry	
Navy Orray Taft Pacific Pioneer	do do	134 341 928	M. V. B. Howland William Allen	
President President, 2d Sea Ranger	do do do	257 123 273 324	George M. Seabury	Taber, Read & Co Edmund Maxfield I. H. Bartlett & Sons Loum Snow & Son
Spartan	do do	333 260 326	William H. Mitchell .	David B. Kempton Charles Huch & Son William Watkins
Tamerlane	do	379 461		T. Knowles & Co G. & M. Howland
Three Brothers	Ship Bark	355 150		C. R. Tucker & Co T. Knowles & Co
Fairhaven, Mass.	Bark	100	Hiram J. Cleveland .	James I. Church
A. Lawrence	-			
Ellen Rodman	Bark.		Jonathan Jenney G. B. Howes	Tucker Damon, jr Benjamin H. Chase
Marion, Mass. Cohannet Express	Schoonedo	8	Obed Delano Benjamin B. Handy	Benjamin B. Handy
Graduate Wm. Wilson	do	8	Rufus L. Savery William C. Hathaws	Henry M. Allen A. J. Hadley
Darimouth, Mass. Cape Horn Pigeon	Bark	21	2 G. I. F. Hazard	William Potter, 2d
Matilda Sears Rainbow		. 9	William D. Gifford. Thomas J. Cannon.	do
Westport, Mass. Janet			George N. Macy Weston S. Tripp John Horan Samuel T. Braley	Abdrew Hicks
Edgartown, Mass.	Ship	3	10 Marchant	Samuel Osborn, jr
Champion	1	3	67 Pease	Grafton N. Collins
Nantucket, Mass.				Town D. Warr
Abby Bradford	School Brig Bark	ner 1	John Murray Zenas M. Coleman William B. Thomps	Joseph B. Macy Freeman E. Adams.

Table showing returns of whaling ressels

Captain.	Managing owner or agent.
in W. White rge A. Smith rge F. Bouldry rg. B. Howland liam Allen ea S. Hazard	G. Allen & Sondo James B. Wood & Co Andrew H. Potter Swift & Perry Nathaniel T. Gifford
. Almy rge M. Seabury rles E. Allen nund Kelley	Taber, Read & Co Edmund Maxfield I. H. Bartlett & Sons Loum Snow & Son
vin R. Osgood lliam H. Mitchell . llard W. Ryder	David B. Kempton Charles Huch & Son William Watkins
omas E. Fordham . lentine Lewis	T. Knowles & Co G. & M. Howland
nes M. Witherell. A. Brigge	C. R. Tucker & Co T. Knowles & Co
ram J. Cleveland	James I. Church Terry & Chase
nathan Jenney B. Howes	Tucker Damon, jr Benjamin H. Chase
ed Delano njawin B. Handy .	
ifns L. Savery illiam C. Hathawa	y. A. J. Hadley
I. F. Hazard 'illiam D. Gifford homas J. Cannon	
eorge N. Macy /eston S. Tripp pan Horan amuel T. Braley	Henry Wilcox
Marchant Pease	Samuel Osborn, jr Grafton N. Collins
ohn Murray enas M. Coleman . Villiam B. Thomps	Joseph B. Macy Freeman E. Adams dodo

HISTORY OF THE AMERICAN WHALE FISHERY.
sailing from American ports—Continued.

	Da	ite-	Resul	of vo	yage.	
Whaling- ground.	Of sailing.	Of arrival.	Sperm-oil.	Whele-oil.	Whalebone.	Remarks
Cum Inlet Pacific Ocean North Pacific	Oct. 6	Oct. 6, 1870 May 22, 1874	Bbls.		Lbs. 15, 900 6, 850	Sent home 220 sperm. Sent home 154 sperm, 2,205 whale, 7,200 pounds bone. Sent home 433 sperm, 702 whale, 10,579 lbs. bone; lost in the Arctic 1871.
Atlanticdododo	May 19 May 25 Aug. 6	May 20, 1872 Aug. 9, 1870 Dec. 1, 1872	849 713 306	175	900	several months; released 1872; sent home 232 sperm.
Atlantic & Ind Atlantic Pacific Ocean North Pacific	Aug. 11 Apr. 13 Oct. 19 Oct. 16	Aug. 31, 1872 Sept. 15, 1871 May 17, 1874		170		Sent home 43 sperm. Sent home 43 sperm. Sent home 45 sperm. Bought from Ballimore 1869; sent home 82 sperm, 1,251 whale; lost in the Arctic 1871.
Pacific Oceandodo	July 10 Aug. 31 June 29	Apr. 28, 1872 June 1, 1873 June 29, 1873	61	9 14		Altered from a ship 1869; sent Bome 1,100 pounds bone; sold to Boston 1873, for markent service
Pacific Ocean North Pacific	Nov. 2	June 5, 1873	1		8	Sent home 348 aperm; 3,500 pounds bore. Altered from a ship 1869; sent home 102 aperm, 1,056 whole, 18,047 pounds bone; lost in the A ctic 1871. Sold to New York 1873.
Pacific Ocean . Atlantic		Aug. 18, 1870 Dec. 1, 1870)	55	24	Sent home 348 sperm.
Atlantic Pacific Ocean .	June 29 May 10		2 1	13	7	355 sperm; sold to New Bedford 1874.
Atlantic Pacific Ocean		Sept. 97, 187		91	5	and sold at Panama June 6, 1973.
Atlanticdodododo	May 1	1	70	85 80 	6	1871. Lost at sea 1869; 5 men lost.
Atlantic		July 11, 18		916		Captain Hazard came home 1871; sent bome 330 sperm, 500 bone.
Pacific Ocean Atlantic	Aug. May	4 Aug. 13 16		759 ean	39	Withdrawn for mackerel-hanery 1571.
Indian Ocean Atlantic Indian Ocean do	Apr. S	3 June 1, 18	73 70 73 1,	501 219 170 32	7	•••
North Pacific						Sent home 185 sperm; stove by ice and lost in Arctic 1870; had on board 400 whale. Sent home 37 sperm. 934 whale, 355 pounds bone; lost in the Arctic 1871.
Atlantic do Pacific Ocean	Mar.	31 June 14, 1	870	500 550	10	Gold at Penama 1879 : sent home 60 sperm

Table showing returns of whaling-ressels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.	
1869.					
Provincetown, Mass. Agate	Schoone)do	81 - 75 - 79 - 79 - 87 - 116 - 81 - 114 - 96 - 107 - 50 - 119 - 60 - 87	Atkins Ryder Fisher Bell Tripp Dyer Atkins Cowell Roberts Cannon Burch Taylor Ryder Atwood Atkins Atkins	Stephen Cook D. Conwell do E. & E. K. Cook & Co S. Cook David A. Small Elisha M. Dyer Freeman & Hilliard H. & S. Cook & Co	
N. F. Putnam N. J. Kuight O. M. Remington Rising Sun Sassacus V. H. Hill Walter Irvin Watchman	do do do Brig Schooner	139 69 110 126	Dyer Freeman Leach Freeman Lair Snow	D. Conwell Elisha M. Dyer Atkins Nickerson E. & E. K. Cook & Co. J. E. & G. Bowley Amos Nickerson	
Boston, Mass. Carrie Jones Heman Smith Rosa Baker Sarah E. Lewis Thrives		193 108	Cornell	do	
Newburyport, Mass.	Schoone		Chadwick	Summer, Swasey & Co	
Hannah Grant	эспооне	1 "			
Eschol	Brig	143	Cottle	F. W. Choate	
New London, Conn. Charles Colgate. Era. Francis Allyn Franklin Isabella. Odd Fellow Quickstep. Roman	do do Brig Bark	188 107 119 192 239	R. H. Glass — Chapell — Bailey — Allen	Richard H. Chapelldodo	
New York, N. Y.		38	Peleg Cornell	Lorenzo Peirce	
San Francisco, Cal. Florida	Shipdo	35	Cooty	Sherwood & Co Hutchinson, Kohl & Moore & Co	
1870. New Bedford, Mass.			James G. Sinclair .		

HISTORY OF THE AMERICAN WHALE FISHERY.

FISH AND FISHERIES.

Table showing returns of whaling-ressels

Captain.	Managing owner or agent.
Atkins Ryder Fisher Hell Tripp Dyer Atkins Roberts Cannon Burch Taylor Atwood Nye Atkins Dyer Freemau Leach Freemau Lair Snow	Junial C. Cook Stephen Cook Stephen Cook David Couwell Atkins Nickerson Union Whar: Company Stephen Cook D. Conwell do K. & E. K. Cook & Co S. Cook David A. Small Ellsha M. Dyer Freeman & Hilliard H. & S. Cook & Co D. Conwell Elisha M. Dyer Atkins Nickerson E. & E. K. Cook & Co J. E. & G. Bowley Amos Nickerson
— Cornell	E. H. Atwood
Chadwick	Sumner, Swasey & Co
Cottle	F. W. Choate
Norie	A Th
eleg Cornell	Lorenzo Peiree
— Frazev Cooty Redfield	Moore & Co
ames G. Sinclair .	Lorenzo Peirce

	D	ate-	Result	of voy	зыдо.	
Mpaling. 20 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Sperm-oil.	Whale-oil.	Whalebone.	Remarks.		
Atlantic	June 24	Sept. 25, 1876 Sept. 19, 1869 Sept. 19, 1877 No report Sept. —, 1870 Sept. 2, 186 Sept. 14, 186	162 132 350 300 300 374 350 2255 360 1200 1200 1200 1200 1200 1200 1200 12	130 5 176 15 38: 40 140 150 100 100 100 150		Added 1868; sent home 167 humpback. Added 1869; withdrawn 1870. Sont home 70 aperm; withdrawn 1870. Sont home 100 humpback; withdrawn 1870. Sent home 192 aperm; withdrawn 1870. Sent home 24 aperm; withdrawn 1870. Sent home 24 aperm; withdrawn 1870. Sent home 36 aperm; 140 humpback. Withdrawn 1870; sent home 62 aperm. Withdrawn 1870; sent home 8 aperm, 80 whale. Withdrawn 1870. Do. Sold to New York 1871.
do	Dec Aug. 2 Oct.	Aug. 30, 185 Oct. 10, 181 Aug. 25, 184 June 24, 185	70 19 70 50 71 26	. 15 90 3 93 5	0	Withdrawn 1870. Withdrawn 1870. Sent home 70 sperm. Sent home 39 sperm.
Atlantic	Apr. 9	9 Aug. 29, 18 8 Aug. 31, 18	70		14	Newburyport out of the business.
Desolation Isl Cum. Inlet Indian Ocean Cum. Inletdododododo	May Aug. May Apr.	Apr. 18, 16 11 Oct. 5, 18 21 Apr. 27, 16 18 Oct. 5, 18 14 Oct. 15, 18	371 370 370 370 370	4	14 33 5, 46 80 8, 41 927 6, 58	Boult at Duxbury 1869; lost at Little Placentea August, 1869. Lost 1870.
Atlantie						Transferred to New Bedford 1870, which see.
Pacific Ocean	Dec.	Nov. 3, 1	870		900 30, 0 800 15, 0 050 8, 5	[90]
Pacific Ocean	мау	20 Apr. 19,	1874	96	639 3,	Transferred from New York 1870; built at Philadelphia 1816; withdrawn 1874; lost on Fayal, freighting, 1875; sent home 180 spern, 550 pounds bone.

Table showing returns of whaling vessels

Name of vessel.	Class.	Tounage.	Captain.	Managing owner or agent.
1870.				
Alfred Gibbs		347 303 230 380 239	Jacob L. Cicaveland. } Fred & J. Forman } Edward E. Jennings Einathan B. Fisher Zenas E. Bourne Ariel Norton J. G. Lapham	Jonathan Bourne, jr Dennia Wood J. Bourne, jr John P. Knowles, 2d J, & W. R. Wing Charles R. Tucker & Co
Santon Commodore Morris Contest Gazelle	Ship	338 341 273	Gilbert B. Borden Leander C. Owen David R. Gifford	Swift & Perrydo Edward C. Jones
Gay Head George Howland Hadley Irving John Carver	Ship Bark do Schooner Bark	361 163 106 319	William H. Kelley James K. Knowles John M. Soule Charles F. Crapo Jucob L. Howland Asaph S. Wicks	James B. Wood & Co G. & M. Howland Andrew H. Potter William P. Howland Thomas Knowles & Co. J. & W. R. Wing
John Dawson Mascachusetts Mary and Susan Niger	do do do Ship	412	Asaph S. Wicka West Mitchell A. O. Herendeen Charles Grant	Swift & Allen T. Knowles & Co Taber, Gordon & Co
Ocean Steed	Bark		Elisha E. Russell H. S. Hayes	L. Peirce
Oriole	1			Charles Hitch & Sons
Orlando	do	1 1		J. & W. R. Wing
Osceola, 9d	do	. 341 61	George Taber John W. Sherman	Swift & Perry Josiah W. Bonney William O. Brownell
Rainbow	do	351	George Gray	Charles H. Gifford
Reindeer	Ship	. 339	B. F. Loveland	
R08000	. Bark	313	Edward D. Lewis	Loum Snow & Co
Robert Edwards			Thomas F. Pease James Hyland	G. & M. Howland
RousseauStaffordStarlight		156	George W. J. Moulton Reuben W. Crapo	Charles S. Randall
Union	1			Hiram Webb
VigilantXantho	Bark		5 Otis F. Thatcher 6 James W. Lavers	J. & W. R. Wing
* Fairhaven, Mass. Ellen Rodman	Schoon			do
Marion, Mass. Cohannet	Schoon	TOT C	James T. Wittet Hathaway	Amos J. Hadley

HISTORY OF THE AMERICAN WHALE FISHERY.

Table showing returns of whaling vessels

FISH AND FISHERIES.

Captain.	Managing owner or agent.
b L. Cicaveland. } k J. Forman . } than B. Fisher s E. Bourne Lapham Ly Cisy	Jonathan Bourne, jr Dennia Wood J. Bourne, jr John P. Knowles, 2d J, & W. R. Wing Charles R. Tucker & Co. Loum Snow & Son
ert B. Borden ider C. Owen id R. Gifford	Swift & Perrydo Edward C. Jones
liam H. Kelley e4 K. Knowles 1 M. Soule rles F. Crapo bb L. Howland	James B. Wood & Co G. & M. Howland Andrew H. Potter William P. Howland Thomas Knowles & Co.
ph S. Wicks t Mitchell), Herendeen rles Graut	
ha E. Russell	L. Peirce
8. Hayes	E. C. Jones
race Montress	Charles Hitch & Sons
athan Chase	J. & W. R. Wing
orge Taber in W. Sherman nes Dowden	Swift & Perry Josiah W. Bonney William O. Brownell
orge Gray	Charles H. Gifford
F. Loveland	Edward W. Howland
ward D. Lewis	Loum Snow & Co
omas F. Pease	
mes Hyland eorge W. J. Moulton suben W. Crapo	J. & W. R. Wing Charles S. Randall
wen Fisher	
is F. Thatcher mes W. Lavers	J. & W. R. Wing
nathan Jenney ser M. Earsaniel B. Green	Tucker Damon, jrdo
mes T. Wittet	Amos J. Hadley

	n	ate—	Result	of vo	yage.	
Whaling.		Of arrival.	Sperm-oil.	Whale-eil.	Whalebene.	Remarks.
Indian Ocean {	Sept. 1 Oct. 19 May 25	Sept. 96, 1870 May 22, 1875 July 20, 1873	Rbls. 600	Bbls. 900 909	1	Captain Cleaveland died, and the vessel was damaged in a gale. Sent home 567 sperm, 1,700 pounds bone; sold to New York 1873.
Hudson's Bay Pacific and Ind	June 21 Dec. 7	Ort. 6, 1871 Feb. 13, 1874	986	1, 340	29, 040	Sent home 494 sperm. Lost in the Arctic 1871.
North Pacitic . Indian Ocean Atlantic	Oct. 19 Oct. 19 May 9	Sept. 22, 1874 Oct. 24, 1873	991 28-	8		TE Mandouse third mate, dropped dead
North Pacific Indian Ocean		May 24, 1873 June 2, 1874				Sent home 97 sperm; lost in the Arctic 1871. Captain Gifford died August 26, 1873, at sea; agent home 25 sperm.
North Pacificdo	Oct. 26 Sept. 29					
Pacific Ocean . Atlantic Pacific Ocean .	May 28	July 20, 1870 Oct. 2, 1870 July 2, 1870	1,08	30		Withdrawn 1872. Robert Saulabury, fourth mate, died at Valparalas May, 1873; sent home 437 sperm. Sent home 278 sperm, 10 whale.
Indian Ocean . North Pacific . Pacific Ocean . do	July 19	June 4, 187	97		4 (Sent home 124 sperin; accept the Sent home 124 sperin. Added 1270; formerly a freighter; C. W. Swain, second mate, drowned by a foul line while fast to a whale, May 7, 1872;
Atlantic		1				home 594 sperm; sold to San Francisco 1873, Sept home 93 sperm; stove by ice in the
North Pacific			3 1, 1	90	1	Sent home 171 sperm; sold to Port Jeffer-
Sooloo Sea Pacific Ocean						son for freighting 1873. Sent home 718 sperm; condemned at Mahe
Indian Ocean		June 19, 18	73 9	30	70	October, 1872.
Atlantic North Pacific	June	1 Oct. 11, 18	11 1	34 3, 8	95	Captain Dowden left at San Francisco Cuptain Eldridge, formerly of Cherokee took command; sent home 39,836 bone.
Pacific Ocean	Nov.	1 Sept. 1, 18	74 9	187	119	
North Pacific	Oct.	4				September, tert.
Pacitic Ocean	Nov.	1				by ice in the Arctic August 18, 1012,
	May	· L		•	•••	Burned at sea July 24, 1870; fired by the crew. Soo Captain Hyland came home sick 1871.
Pacific Ocean Indian Ocean Atlantic	Oct.	26 May 2, 16 21 May 5, 16 6 Aug. 12, 16	373		650 2,	Captain Hyland came home size 1c.1. Sent home 242 sperm, 58 whale. Sent home 633 sperm, 372 whale; sold t Bangor, Me., for the African trade, 187. Added 1870 from Fairhaven; sent home 12
do	Мау	21 Aug. 11, 1	371	39		Bierm. 1040 whole
Indian Ocean	Oct. May	25 Aug. 24, 1	974	992	146	Sent home 506 sperm, 1,040 whale. Sent home 230 sperm, 800 bone; lost o Celebes July, 1871.
Atlanticdodo	June	4 Sept. 14, 1 7 Aug. 6, 1	872 871	d3 109		Sent home 230 sperm. Added 1870; sent home 30 sperm. Sent home 414 sperm; condemned at Fay November, 1871.
Atlantic	May	17 Sept. 24, 1 17 Sept. 23, 1	870 870	173	8	

Table showing returns of whaling-reasels

Name of vessel.	Class.	Tonnage	Captain.	Managing owner or agent.
1870.				
Westport, Mass.	Bark	192 J	Edward E. Hicks	Andrew Hicks
Provincetown, Mass. Alleghania Antiarctio Adia M. Dyer B. F. Sparks C. L. Sparks Elbridge Gerry	Schoonerdodododo	101 87 92 96 71	Snow Cornell Dyer Goodspeed Atwood Fisher	Stephen Cook David Conwell Union Wharf Co
Ellen Rizpah	do do	107 107 8:	Cook	Alfred Cook
Mary G. Curren M. E. Simmons Montezuma O. M. Remington Quickstep Rising Sun Sassacus S. A. Paine William A. Grosier	do do do do do do do	. 102 105 60 . 139 94 . 69 110 . 139 117	Nye Taylor Leach Remington Gillette Freeman Nickerson William Curre	Elisha M. Dyer E. & E. K. Cook & Co Atkins Nickerson E. & E. K. Cook & Co Freeman & Hilliard
Boston, Mass. F. H. Moere Heman Smith Thriver	Brig	10: 193	Eldridge Senter	Heman Smith
New London, Conn.				
Flying Fish Francis Allyn tourge and Mary Peru Roman Hoswell King	Bark	107 105 958 350	Alfred Turner — Smith — Palmer — Glass — Williams — Fuller	Williams, Haven & Co. Williams & Barna Williams, Haven & Co. do
S. B. Howes	do		Gardner	
San Francisco, Cal.				
C. E. Foote Carlotta Massachusetts Monshikoff Page	Ship Bark	480 351 22	Cooty	Moore & Co. Hutchinson, Kohl & Co.
1871.				
New Bedford, Mass. A. R. Tucker	Barkdo.	12 38 29	0 Alden T. Potter	11 Louin Snow & Son
Alaska Annawan Ansel Gibbs	dodo .	34 10 30	2 Jason W. Gifford .	Jona. Bourne, jr Azel Howard J. Bourne, jr
Barth Gosnold Benj. Cummings Caliso	do do	36 30 22 31	75 Roswell Brown 79 Ferdinand Lec	uu

Table showing returns of whaling-ressels

Captain.	Managing owner or agent.
ard E. Hicks	Andrew Hicks
Snow — Cornell — Dyer — Goodspeed — Atwood — Fisher	Daniel C. Cook
- White - Cook	S. Cook
Nye	Freeman & Hilliard. E. & E. K. Cook & Co. Freeman & Hilliard. Elisba M. Dyer E. & E. K. Cook & Co. Atkins Nickerson E. & E. K. Cook & Co. Freeman & Hilliard A. Nickerson
Eldridge Senter Cook	Heman Sinita
fred Turner Smith	do
HazardSmithCootyChapmanHolcomb	E. Higgins & Co
), L. Ricketson Iden T. Potter Thomas G. Campbel	J. & W. R. Wing do
harles W. Fisher . ason W. Gifford Thomas McPherson	Jona, Bourne, jr Azel Howard J. Bourne, jr
Sames M. Willis Roswell Brown Ferdinand Lee E. C. Pulver	Tager, Gordon & Con-

HISTORY OF THE AMERICAN WHALE FISHERY.

	D	ato	Result	of vo	, age.	
Whaling-ground.		Of arrival.	Sperm-oil.	Whale-off.	Whalebone.	Remarks.
Pacific Ocean	Nov. 99	Apr. 15, 1873	Bbls. 1, 231	Bbls.	Lbs.	
Atlantiododododododo	Feb. 7 May 19 Jan. 11 Jan. 11 Dec. 94 Feb. 12	Sept. 9, 1870 Sept. 6, 1871 Sept. 5, 1870 June 27, 1870 Nov. 23, 1871 June 21, 1871	30 206 11 10 149 30	15 50 189 194 91 170		Withdrawn 1871. Sent home 72 sperm. Sent home 160 whale. Sent home 250 sperm, 18 whale; withdrawn
dododododo	Jan. 8 Oct. 24 Jan. 1	Aug. 98, 1870 June 11, 1873 Sept. 1, 1873	148 109 163	151 60	! !	1871. Sent home 180 aperm, 352 whale, 700 hump. Built at Essex 1869; added 1869; sent home 100 whale.
do	Jan. 29 Apr. 23 Feb. 23 May 16 Feb. 26	Aug. 25, 1871 Sept. 16, 1871 Sept. 25, 1870 Aug. 9, 1871 Sept. 19, 1850	193 135 73 190	180		Withdraw 371. Sent hom 50 sporm, 200 whale. Sent home 515 sporm; withdrawn 1871.
dododododo	Jan. 4 Fob. 12 Jan. 11 Apr. 26	Sept. 1, 1870 Aug. 31, 1870 July 29, 1871	70 65 151 556	50		Withdrawn 1871. Sent home 50 sperm.
Atlanticdododo	Dec. 7		1 510	46		Sent home 295 sperm, 323 whale. Strong again soon after, and was lost at Aux Layes February 3, 1873; sent home 45 sperm, 150 whale.
South Atlantic do	June 30 May 3 July 9	June 0, 1871 Nov. 20, 1871 June 1, 1871	1	39: 42: 77	5,000	Bought from Gloucester 1870. Sold to New Bedford 1873. Do.
Desolation Isl' Hudson's Bay Atlantic	July 3	Apr. 26, 1873		63	0	Sent home 1,750 whale and elephant, 5,000 bone. Lost in Cumberland Inlet 1873. Added 1870; formerly a freighter.
Pacific Oceando	Dec. 3 Dec. 2 Dec. 1	3 Ang. 14, 187	2 32			Withdrawn 1872. Added 1870; lost in the Arctic Ocean 1871. Lost at Scammon's Lagoon Feb. 6, 1871. Menshitoff withdrawn 1872. Added 1870; withdrawn 1872; no report.
Indian Ocean Pacific Ocean North Pacific	May 1	2 Oct. 18, 187 6 Sept. 21, 187	4 95 5 1, 45		50	Sent home 344 sperm. Sent home 395 sperm, 1,079 whale, 22,215 pounds bone; condemned at Yokohama, April 23, 1874.
Pacific Ocean Atlantic Hudson's Bay	May 2	Oct. 4, 187 May 16, 187	5 1, 85	50 1, 70 10 10	00 15, 50 08 75	0
North Pacific Pacific Ocean do North Pacific	June 2	0 Sept. 5, 187	5 1, 4	00	60	

Table showing returns of whaling-remels

Name of vessel.	Class.	Tourse.	Captain.	Managing owner or uneent.
1871.				
New Redford, Mass.—Continued. Charles W. Morgan	Bark	203	John M. Finkham Leroy S. Lewis Elias H. White	J. & W. R. Wing John P. Knowies, 2d
Conract	do	700	Eliza E. William	
Emma C. Jones	Sbip do do do do do do	343 195	Ezra Gifford	
Hercules Hunter	do	355	Charles L. Holt	I. H. Bartlett & Sons
Jireh Perry John P. West Josephine Katilieu Laconia Marongo	. do	353 363 206 158	Galvin Manchester. George F. Long Samuel R. Howland. John A. Kelloy	J. & W. R. Wing
Mary FrazierMilwood	1			. Charles Tucker Gid. Allen & Son
Northern Light	do	38	5 Gilbert L. Smith	J. Bourne, jr
0	do	99		Charles S. Randall Swift & Allen
Osmani Ospray Petrel Petrel Sarah Sea Breeze Sunbeam Trident	do School Barkdo	25 ner 6 12 32	Frederick H. Smith Philip H. Reed Thomas Foster 3 R. D. Wicks Joseph W. Lavers	J. P. Knowles, at
Wave	1	1	50 B. A. Briggs Fuller	T. Knowles & Co
Fairhaven, Mass. General Scott			15 Taber	Tripp & Terry
Marion, Mass. Cohaunet William Wilson			R3 Loring Bralev 92 —— Hathaway	Andrew J. Hadleydo
Westport, Mass. Mattapoisett	Bark	9	Orlando J. Tripp Amos A. Chase William W. Eldrid	Henry Smith Andrew Hicksdo
Edgartown, Mass.	Bark		183 Marchant	Samuel Osborn, jr
Provincetown, Mass. Agate. Arizona. Ada M. Dyer.	Scho		81 —— Atkins 79 —— Higgins 87 —— Dyer	Stephen Cook

Table showing returns of whaling-ressels

Captain.	Managing owner or uncut.
o M. Finkham ny S. Lewis a H. White	J. & W. R. Wing John P. Knowies, 2d J. H. Bartlett
a Gifford	William Watkins
chelaus Baker uries I., Holt un C. Hamlin	Swift & Perry J. Hourne, jr I. H. Bartlett & Sons
ander C. Owen	Swift & Perry Simeon N. West. Swift & Allen. J. & W. R. Wing. J. P. Knowles, 24 William O. Brownell.
ohn G. Nye auford S. Milner	Charles Tucker Gid. Allen & Son
libert L. Smith	
ames M. Williams. I. V. B. Millard rederick H. Smith. hilip H. Reed homus Foster L. Wicks oseph W. Lavers acob A. Howland	. Swift & Alien
B. A. Briggs Fuller	T. Knowles & Co
Tater	Tripp & Terry
oring Braley Hathaway	Andrew J. Hadley
Orlando J. Tripp Amos A. Chase William W. Eldrid	Henry Smith Andrew Hicks
Marchant	Samuel Osborn, jr
Atkins Higgins Dyer	Stephen Cook

	$\mathbf{D}_{\mathbf{i}}$	ito-	Result o	of voya	Z41.	
Whaling- ground.	Sports-oil.	Whale-oil.	W III COLOR	Remarks.		
felian Ocean Pacific Ocean do	Sept. 26 Oct. 10 July 19	Oct. 31, 1874	Bbln 1, 340	342		Sent home 109 aperm, 1,600 pounds bone, Jondonned at Palta March, 1972; sent homo 378 aperm, 498 humpback. Run down by steamably Ytata October 26, 1973; out down and abandoned with 400 aperm, 350 whale; sont home 170 aperm,
Vor h Pacific	July 11 Dec. 11 Ang. 21 July 9	Nov. 6, 1874 Apr. 17, 1876 May 9, 1874 Sept. 26, 1873	647	4, 200 32 1, 0 -0 75 1 3, 850 36	38t	350 whale. Sent home 415 sperm. Belongs to Dartmouth parties. Sent home 572 sperm, 141 whale, 540 bone. Sold to Wiscasset, Me., 1873.
Yorth Pacific Pacific Occum	Sept. 28 Oct. 17	Apr. 15, 1876	340			Sent home 169 sperm; damaged by lee in the Arctic, August 19, 1872, and aban- donet; afterward found, taken into Sun Francisco, and sold to pay salvage; salled one voyage from San Francisco then un- der Russian Hag.
Indian Ocean Escide Ocean Indian Ocean .	Sept. 27	Aug. 4, 1875 July 14, 1875		1, 100		Sent home 605 sperm; sold at Albany, New Holland, March, 1873.
North Pacific - Inlian Ocean -	Garage O	Apr. 1, 1875 Oct. 3, 1874	715 402	4, 550 75 1, 758 4, 177 55	2, 000 7, 400	Sent home 37 sperm, 4,700 pounds bone.
North Pacific . Ladian Ocean . Atlantic North Pacific .	Oct. 16 June 20	May 92, 1873 Apr. 30, 1873 Nov. 3, 1875	1, 450			Sent home 95 aperm. Sent home 230 aperm, 2.202 whale, 29,300 pounds bone; sold at Sun Francisco 1874; lost in the Arctic 1876.
Pacific Ocean . Cam, Inlet		Aug. 25, 187		1, 500	1, 200	Soid to Edgartown 1870. Sent home 20 sperm; lost on Black Lend Island, November 13, 1871; saved 140 whole, built in 1806.
North Pacific .	Oct. 10				****	Had taken at last report 430 sperm 4,850 whale, 57,480 pounds bone.
Indian Ocean Pacitic Ocean	July 27	July 13, 187	4	1	401	Captain Millard came home sick 1872; sent home 655 sperm, 465 humpback. Sent home 74 sperm.
Indian Ocean Atlantic do North Pacific	Dec. 30 May 24	May 12, 187	11 3 185 5 60	311		Sent home 696 sperm, 20s whale, 1,080 bone.
Indian Ocean North Pacific	Sept.	1 Dec. 6, 187	5 560			Sent home 397 sperm, 1,640 whale, 21,000 pounds bone; lost at Panama 1873.
Atlantic Indian Oce an		July 21, 16 June 14, 18	73 336 75 346	400	1,000	Sent home 446 sperm, 7 whale. Sailed under Capt. Silas G. Baker, who came home 1871.
Pacific Ocean	June 2	0 Apr. 1, 18	75 65	650		George S. Harris, third mate, died February 12, 1873.
Atlantie	June 1 May 1	Sept. 17, 18 Sept. 13, 18		o		
Atlantio Pacific Ocean Indian Ocean	Nov.	Sept. 1, 18 6 June 25, 18 June 6, 18	75 1, 60	5. 865		Mr. Crocker, first mate, killed by a whale December 12, 1872; sold to New Bedford
Atlantio	Oct.	5 Sept. 4, 1	375 1, 0	10		1874. Bought from New Bedford 1871; out 1875.
Atlanticdodo	Jan. Jan. Feb.	Sept. 24, 1 Aug. 30, 1 Sept. 11, 1 Sept. 29, 1	871 16 871	42 21	0	

Table showing returns of whaling result

Namo of vessel.	Сіпно.	Tonnage.	Captain.	Managing owner or agent.
1871.				
Provincetown, Mass,-Continued.				
D. A. Small	Brig Schooner do	67 68 60	Vhite Dyer	A, Cook
Quickstep	do	60	Marshall	E. & E. K. Cook & Co Atkins Nickerson
Boston, Mass. Resa Baker	Brig Bark	108 96	Gifford	Heman Smithdo
Beverly, Mass.	Brig	143	Williame	F. W. Choate
New London, Conn. Charles Colgate	Schoone Bark	r 950 917	Norrie Chipman	Williams, Haven & Co.
Francis Allyn Franklin	Schoone	119 144 192	Glass	Lawrence & Co Williams, Haven & Codo
Roman	Ship	. 350	Williams	do
Sag Harbor, N. Y.	Brig	116	Babcock	H. & S. French
San Francisco, Cal. Mannella	Brig	198	Herendeen	Wright & Bowns
1872. New Bedford, Mass.				
Abbie Bradford	Schoon	ei 115	Robt. P. Gifford	
Arnolda	Bark.	367	James F. Brown Josiah E. Chase	Chas. R. Tucker & Co. Wm. Phillips & Son
Coral	do	361	George B. Marvin.	
Draco	Bark.	10° 28	Caleb O. Hamblin Hiram J. Cleveland Hezekiah Allen	A STORY AND
James Allen	do .	34	W. H. Kelley	Gideon Allen & Son .
Janus Java		30	J. R. Jenney Edmund Kelley James H. Fisher	
Java, 2d			73 Caleb Babcock	T & W R Wing
John Dawson John Howland Joseph Maxwell	1 -	3	77 Fred'k P. Cole 63 Stephen Hickmott	William O. Brownell

Table showing returns of whaling result

Captain.	Managing owner or agent.
Lair	David A. Small S. Cook
Gifford Cannon	Heman Smithdo
— Norrie — Chipman	Lawrence & Co Williams, Haven & Codo
Holmes	do
Babcock	H. & S. French
Herendsen	Wright & Bowns
cobt. P. Gifford	
leorge B. Marvin M. L. Snell Jaleb O. Hamblin Hiram J. Cleveland Hezekiah Allen Fraser	J. Bourne, jr
W. H. Kelley	Gideon Allen & Son
J. R. Jenney Edmund Kelley	G. & M. Howland
James H. Fisher Caleb Babcock	J. & W. R. Wing
Fred'k P. Cole Stephen Hickmott	- 446:

HISTORY OF THE AMERICAN WHALE FISHERY.

*	1)	ato-	Result	of voy	iage.	
ground. Signature of the state	Sperm-off.	Whaleefl.	Whichese.	Remarks.		
tlantio	Jan. 4 Feb. 20 Feb. 17 Apr. —	June 11, 1673 Sept. B, 1871 Sept. 7, 1871 Aug. 30, 1674 Sept. 2, 1872 Nov. 23, 1871	Bbla. 1He 7H 75 66	Bbls. 935 61 940 95 6	Lba 570	Sent home 160 sperm, 435 whale. Towed into Vinevard Haven; dismantled in a gale, August 16. Sent home 306 sperm.
Atlanticdo	Mar. 23 Nov. 28	Apr. 13, 1874 Sept. 11, 1874	71	5		Sent home 505 sperm.
Atlantic	May 90	Aug. 14, 1879	150			Sent home 149 sperm.
Descintion Isl'	July 99	Nov. 9, 187	2 1	9 300		Sent home 850 elephant. Nothing but freight; broken up, 1873; bought from Sag Harber, 1870.
do	May 3 Aug. 1	May 14, 187 Oct. 28, 187 June 14, 187	3	40 99 18 1,51		Boat's crow lost by boat capsizing, March 2, 1872; withdrawn and sold, 1874.
Atlantie		7				Sent home 430 sperm, 530 whale, 700 pound- bone; condomned at Barbadoes, D. cem- ber 14, 1874; Sag Harbor's last whaler.
Pacific Ocean	Feb.	4				No report; lost at Scammon's Lagoon, Lower California.
Hudson's Bay North Pacific Pacific Ocean New Zonland	Jan. June ! Aug.	May 1, 18 June 8, 18 7 Aug. 17, 18	76 6	1, 1 370 5	7: 13, 13 7: 16, 20 10 10 1, 50	tin, second mate, ded salaming, second mate, ded salaming, second mate, ded salaming, second mate, second mat
Indian Ocean	June	4 Out 1877				bone; condemned. Had taken at last report 630 sperm, 1,32 whale.
Atlantio Pacific Ocean Atlantio	May	18 A ug. 10, 13	76 2	215 1 326	5 8: 1, 1	Mr. Soverino, second mate, died March, '7. Sent home 272 sperm.
North Pacif		3	545 1,	905		Added 1871; collided With the and sunk in the Arctic April 18, 1876 sent home 587 whale, 26,590 bone. First mate John N. Norton and boat's creeking the state of
Atlantic North Paci	May fie. Oct.	28 May 21, 1 3 Out 1877.		650 1,	150 3,	taken at last report 330 sperm 3,200 wha
do	Oct.	9				30,340 bone. Abandoned in the Arctic 1876; had a whale, 3,000 bone; sent home 520 sper 2,050 whale, 20,000 bone.
Indian Ocei	Jun	B 4 Out 1877.	1875 1	,000	16	Had taken at last report 1,150 sperm, 2,3 whale. Sent home 1,203 whale, 24,000 bone; c demoed and sold at Honolulu Decemi 2, 1874.

Table showing returns of whaling-ressels

	1		1	
Name of vessel.	Class.	Tonnage.	Captair	Managing owner or agent.
1879.				
Martha	Bark	-	Henry T. Craw James E. Stanton	J. & W. R. Wing Swift & Allen
Merlin	do	246 325	Albert A. Thomas West Mitchell	Swift & Allen
Old-	do	205 339	H. S. Hayes	G. & M. Howland
Orray Taft	do	134	George J. Parker	Andrew H. Potter
Palmetto Petrel President, 2d Seine Spartan St. George	Schooner Bark do do Ship	215 61 123 234 294 392	Sylvanus D. Robinson Lemuel P. Adams. Geo. W. Seabury Edw'd P. Shiverlok Benjamin Gifford James H. Knowles	C. R. Tucker & Co Philip H. Reed. Edmund Maxfield John P. Knowles, 2d David B. Kempton G. & M. Howland
TritonUnion	Bark Schooner	264 6t	John Heppingstone Owen Fisher	J. & W. R. Wing Hiram Webb
Fairhaven, Mass. Ellen Rodman	Schooner Brig	73 128	Jacob Anderson Jos. D. Silva	Tucker Damon, jrdo
Marion, Mass. Admiral Blake	Schoone	84	Wm. C. Hathaway	Andrew J. Hadley
Cohannet	do	1	I saine Dealor	do
Wm. Wilson	do	92	Edward Olday	
Dartmouth, Mass. Cape Horn Pigeon	Bark	. 212	George O. Baker	. William Potter, 2d
Westport, Mass.	Bark	. 303	Timothy Howland	Andrew Hicks
Greyhound	do	. 163	John M. Allen	Henry Smith
Provincetown, Mean. Agate Aleyone Antarette Arizona Ada M. Dyer B. F. Sparks C. L. Sparks E. H. Hattleld	Schoone do do do do	9: 10 7! 8: 9:	Ewell Cornell Nickerson Proper Bell Sparks Freeman Proper	E. & E. K. Cook & Co. J. E. & G. Bowley Stephen Cook Alfred Cook S. Cook David Conwell E. & E. K. Cook & Co.
Elbridge Gerry Ellen Rizpah Gracie M. Parker John Atwood	. do	. 6	White	A. Cook E. E. Small
M. E. Simmons	do	. 6	Taylor	D. Conwell
New London, Conn.	Do ala		06 Allen	Williams & Barns
A co's Barns. Emma Jane Florence Flying Fish Francis Allyn Franklin Golden West	do do	er 8	Swain Swai	Williams, Haven & Co do Lawrence & Co Williams, Haven & Co

able showing returns of whaling-ressels

Captair	Managing owner or agent.
•	
y T. Craw s E. Stanton	J. & W. R. Wing Swift & Allen
t A. Thomas Mitchell	William Watkins Swift & Allen
- Howland	Loum Snow & Co G. & M. Howland
ge J. Parker	Andrew H. Potter
unus D. Robinson nel P. Adams W. Seabury d. P. Shiverlek amin Gifford ss. H. Knowles	C. R. Tucker & Co Philip H. Reed Edmund Maxifeld John P. Knowles, 2d. David B. Kempton G. & M. Howland
Heppingstone n Fisher	J. & W. R. Wing Hiram Webb
b Anderson D. Silva	Tucker Damon, jr
. C. Hathaway ing Braley rard Cluny	Andrew J. Hadleydodo
rge O. Baker	William Potter, 2d
othy Howland	Andrew Hicks
n M. Allen	Henry Smith
Atkins Ewell Cornell Nickerson Dyer Bell Sparks Freeman	J. E. & G. Bowley Stephen Cook Affred Cook S. Cook David Conwell E. & E. K. Cook & Co.
Fisher White Dyer Fisher	A. Cook E. E. Small
Taylor	E. & E. K. Cook & Co Freeman & Hilliard D. Conwell Atkins Nickerson
Allen	Lawrence & Co

HISTORY OF THE AMERICAN WHALE FISHERY.

	t	oate-	Result	of voy	age.	
Whaling-ground-g		Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	Remarks.
	July 18	Aug. 18, 1875	Bbls.	Bbls.	Lbs.	
Atlantic Pacific Ocean .			1, 500			Condemned at Bay of Islands November 20, 1874; sent home 494 sperm, 365 whale.
New Zealand North Pacific	July 2	June 19, 1876	1, 920			Abandoned in the Arctic 1876; sent home
Atlantio Pacific Ocean	May 28 June 25	Oct. 19, 1875	1, 600	60	533	250 sperm, 2.235 whale, 29,000 bone. Abandoned in the Arctic 1876; had 1,400 whale, 14,000 bone; sent home 645 sperm,
Hudson's Bay	July 2					E56 whale, 47,200 bone. Lost on Marble Island, (Hudson's Bay,) September 14, 1872.
Atlantic	Oct. 2 Oct. 21	July x 5, 1873	1, 350	Clean 18		Sent home 540 sperm, 10 blackfish.
Pacific Ocean. Atlantic North Pacific.	June 3 May 22	July 1, 1875 May 5, 1875	705			Abandoned in the Arctic 1876; had 1,400 whale, 1,800 bone; sent home 295 sperm, 4,100 whale, 36,390 bone.
do Atlantic	Jan. 8 May 13	June 6, 1876 Sept. 21, 1873	255 2 87	2,700	43, 000	4,100 whate, 30,390 bone.
Atlanticdo	Oct. 1 May 2	Sept. 1, 187	3 73			Sent home 278 sperm; condemned at Bar- badoes April 1973.
Atlantio	May 2	Sept. 22, 187	3 2	11		Added 1872.
do	Jan. 3 Dec.	Sept. 22, 187 Aug. 31, 187 Sept. —, 187 June 15, 187	2 266 3 156 3 25	3	285	Sold to Fairbaven 1874. Sent home 200 sperm.
Pacitic Ocean	Aug.	8 May 11, 187	6 1,07	3, 200		
Atlantic	July 2	3 Sept. 14, 187	6 1,76	0		E. N. Briggs, first mate, drowned by a foul line 1872.
Indian Ocean	June 2	Oct. 18, 187	5 1, 62	0 50	0	
Atlantio	. Feb. 2	2 Oct. 7, 18	12 9 12 10 12 12	1 23	1	. Returned 1872.
do . ,	. Jan. 2	5 Sept. 14, 16 5 Sept. 6, 18 5 Sept. 13, 18	72	7 19	0	
dododododo	Feb. May	35 Sept. 14, 16 35 Sept. 6, 18 35 Sept. 13, 18 7 Sept. 25, 18 6 Aug. 28, 18 11 Oct. 5, 18	72 73 16 72 14	5 25 17 16 13	1, 46	Sent home 175 sperm. Replaced 1872; sailed again in 1872, arrived September 16, 1873; 137 sperm.
Atlantio do	Jan.	22 July 16, 18 25 Aug. 7, 18	72 72 11 72 10	[2] 2]	23 30 3, 19	Returned 1872.
Hudson's Bay Atlantic	Feb. June Fob.	22 Sept. 1, 18 18 Sept. 18, 18 29 Sept. 14, 18	73 10 73 72	83 15 85 59 11	56 3 15	drawn 1872. Sent home 150 sperm, 250 whale, Sent home 105 whale; withdrawn 1874. Returned 1872.
North Pacific Hurd's Island Atlantic	Aug.	6 1875 or 16 10 Apr. 15, 18	76	07	53	Added 1812; Ho reports

Table showing returns of whaling-ressels

Name of vessel.	Class.	Тонивде.	Captaiu.	Managing owner or agent.
1872.				
New London, Conn.—Continued. Nile		295 350	Williams Turner	Williams, Haven & Co.
New York, N. Y. Lizzie P. Simmons	Schooner	89	Potts	Lewis J. Phillips
1873.		1	1	!
New Bedford, Mass.	Bark		Geo. W. Bassett	
Com. Morris	do do do	338 236 187 371	George F. Winslow	Swift & Perry
Marcella	do Ship Bark	166 311 373 236	James E. Potter	Joshua C. Hitch
Pacific	do do do do	341 226 126 156 372	Alex. A. Tripp Thomas Foster Edward A. King Geo. W. J. Moulton	John P. Knowles, 2d Jos. & Wm. R. Wing Thos. Knowles & Co
Union		1 3	Philip H. Reed	Philip H. Reed
Dartmouth, Mais.		231	Charles Childs	William Potter, 2d
Matilda Sears	Dark	a31		
Westport, Mass. Mattapoisett		110 273 195	Edward E. Hicks	Henry Smith
Provincetown, Mass. A gate Aleyone Antarctie Arizona B. F. Sparks F. H. Hatfield	Schoone do do do	81 92 101 79 95	Ewell	E. & E. K. Cook & Co J. E. & J. Bowley Stephen Cook do E. & E. K. Cook & Co
Elbridge Gerry Ellen Rispah Gracto M. Parker N. J. Knights Quickstep Rising Sun Sassucus	do do do do	7 6' 8: 70 9	77 Atkins 122 Dyer	S. Cook Alfred Cook David Conwell E. & E. K. Cook & Co. Thomas S. Taylor
Wm. A. Grozier	do	11	17 Roberts	William A. Atkins
Boston, Mass.				
Boston, Mass. F. H. Moore Heman Smith Sarah E. Lewis		19	O7 — Soper Chas. B. Barstow Geo. H. Cannon	Heman Smith
Beverly, Mass.			12	F. W. Choate
Eschol	Brig	1	Williams	THE STANSON CO.
New London, Conn. Charles Colgate	Schoon	1er 2	250 —— Sisson 75 —— Church 107 —— Glass	Lawrence & Co do

Table showing returns of whaling-ressels

Captain.	Managing owner or agent.
- Williams - Turner	₩illiams, Haven & Codo
- Potts	Lewis J. Phillips
W. Bassett	***************************************
ge F. Winslow I F. Davis ph D. Silva ard D. Lewis	Swift & Perry (I. & M. Howland Gideon Allen & Son Jonathan Bourne, jr
n R. Sturgiss s. H. Gifford liam C. Fuller ses E. Potter	Chas. R. Tucker & Co William Phillips & Son Taber, Gordon & Co Joshua C. Hitch
ert B. Borden x. A. Tripp mas Foster yard A. King , W. J. Moulton	Swift & Perry G. Allen & Son John P. Knowles, 2d Jos. & Wm. R. Wing Thos. Knowles & Co
lip II. Reed	Philip H. Reed
rles Childs	William Potter, 2d
ando J. Tripp ward E. Hicks vid E. Allen	Henry Smith
Atkins Ewell Cornell White Bell Kickgornell	Stanhan Cook
Fisher	S. Cook Alfred Cook David Conwell E. & E. K. Cook & Co Thomas S. Taylor
Roberts	William A. Atkius
Soper nas. B. Barstow eo. H. Cannon	Robert Soper & Son Heman Smithdo
Williams	F. W. Choate
Sisson Church Glass	· · · · · · · · · · · · · · · · · · ·

	D	ate-	Result	of voy	age.	
Myaling- ground. Myaling- ground. Of arrival.	Of arrival.	Sperm-oil.	Whale-oil.	Whalelone.	Remarks.	
Atlantic Desolation Isld	Sept. 3 July 16 July 25	May 5, 1873 Mar. 31, 1873 May 8, 1873		Bbls. 303 1, 225		Bought from Provincetown 1872; fitted from New London.
Atlautic dodo	July 29 June 3 July 21 July 21	Sept. 24, 1876 Apr. 29, 1876 Aug. 12, 1877 Out, 1877	1,600	875		Lost near Bermudas July 8, 1873; five men lost. Had, taken at last report 1,130 sperm, 290
Pacific Ocean Indian Oceando Pacific Oceando Atlanticdodo	Nov. 11 May 13 Oct. 8 Nov. 13 Oct. 1 July 8 Aug. 5	May 2, 1876 Nov. 6, 1876 Oct. 24, 1877 Out, 1877 Nov. 5, 187 Sept. 20, 187 May 2, 187	1, 050 1, 260 3, 360 4, 670 4, 85	500 200 200 5 780		whale, 1,450 bone. Captain Potter died June 30, 1875; had taken at last report 1,135 sperm. Sent home.
Indian Grean Atlanticdodo	Apr. 16	Sept. 26, 187	3 17	0		Had taken at last report 1,200 sperm; 300 whale. Had taken at last report 800 sperm, 670 whale.
Atlantie Indian Ocean do	June 1	8 Apr. 16, 18	74 3.76 1, 83.75 1, 21	25	0	7
Atlanticdo	Feb. Feb. Feb. Feb. Feb. Feb. Feb. Feb.	80 Sept. 10, 18 80 Sept. 9, 18 80 Sept. 26, 18 80 Sept. 23, 18 20 Sept. 10, 18 Aug. 12, 18	73 1 73 1 73 1 73 3 74 2 73 1 74 2	71 15 17 4 25 25 57 42 21 15 05 26	01	Sailed again in 1873 or 1874, arrived Sep- tember 7, 1875, with 250 sperm. Withdrawn 1874.
dododododododo	Feb. May Feb.	50 Sept. 2, 18 20 Sept. 14, 18 5 Aug. 20, 18 Aug. 30, 18	73 1 73 1 574 1 573 1	32 2 75 23 2	02 10 22 45 1, 43	Sassacus lost at Cape Negro, (Nova Scotia, August 24, 1873, at home 180 aperu.
Atlantiedododododo	May	Aug. 6, 1 Sept. 24, 1 Sept. 17, 1	875 874 874	695 187 992	11	Sent home 200 sperm. Sent home 151 sperm.
Atlantic			975	Cle	900 4 53	Condemned at Barbadoes 1874; Beverly

Table showing returns of whaling-ressels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1873.				
New London, Conn.—Continued. Franklin joiden West sathella Romaut Roswell King	Schooner do Brig Ship Schooner		Chester Williams Swain Fuller	Williams, Haven & Cododo
New York, N. Y.	. Schooner	80	Potts	. Lewis J. Phillips
San Francisco, Cal.		215	Williams	. Williams, Haven & Co
1874. New Bedford, Mass. A. R. Tucker. Abbie Bradford A vola Cauton Cicero Cornelius Howland	Barkdo	230 239 226	Amos C. Baker	John P. Knowles, 21 Charles R. Tucker & Co
Eliza	Bark Brig Bark	343	William C. Brownell Andrew R. Heyer	Good to many
Hadley Janet James Arnold Louisa	Ship Bark	154 346 30 320	Thomas H. Wilson . Martin V. B. Millard John P. Praro.	Antone Thomas Taber, Govdon & Co Swift & Allen Baylies & Cannon
Lydia Mars Mary & Susses Mattaposes Nupoleon Nupoleon Nutitius Niger Ocean Oppray	do	32 110 32 27 41 28	Alleu James T. Handy Jonathan Chase Jared Jernegan Theodore A. Lake Thomas A. Hallett Isaac D. Pease Reuben W. Crapo	Thos. Knowles & Co Abbot P. Smith J. Bourne, jr Gideon Allen & Son Taber, Gordon & Co I. H. Bartlett & Sons
Petrel Petrel President Sea Ranger Stamboul Union	School Bark do	ner g	Michael A. Baker. Robert F. Gifford John W. Cornell Horace Montross Philip H. Reed William D. Gifford	Philip H. Reed. J. Bourne, ir I. H. Bartlett & Sons. Joshua C. Hitch. Philip H. Reed. Wiftiam Watkins
Wave		1	B. A. Briggs 73 Joseph S, Gelett	2, 22,000
Ellen Rodman	Schoo	oner		
marion, mass.	School	1	84 William C. Hathay	

Table showing returns of whaling-ressels

Captain.	Managing owner or agent.
- Chester	Williams, Haven & Co. Lawrence & Co. Williams, Maven & Co. do.
_ Potts	Lewis J. Phillips
Williams	Williams, Haven & Co.
nos C. Baker	Jos. & Wm. R. Wing Jonathan Bourne; jr
les E. Bourne	John P. Knowles, 21 Charles R. Tucker & Co
lward Penniman ranklin Homan	J. P. Knowles, 2d Swift & Perry
hn M Dimon 1 illiam C. Brownell ndrew R. Heyer	J. Bourne, jr William Lewis Geo, & Matt. Howland
iram J. Cleveland	William Lewis
homas H. Wilson Iartin V. B. Millard.	Taber, Gordon & Co Swift & Allen
ohu P. Praro	Baylies & Cannon Gifford & Cummings
ames T. Handy onathan Chase ared Jerni gan Theodoro A. Lake Thomas A. Hallett	Thos. Knowles & Co Abbot P. Smith J. Bourne, jr Gideon Allen & Son Taber, Gordon & Co
saac D. Pease Reuben W. Crapo Charles S. Downs	Swift & Allen T. Knowles & Co
Michael A. Baker Robert F. Gifford John W. Cornell Horace Montross	Philip H. Reed J. Bourne, jr I. H. Bartlett & Sons Joshua C. Hitch
Philip H. Reed William D. Gifford . B. A. Briggs	Philip H. Reed
Joseph S. Gelett	Tucker Damon, jr
William C. Hathaw	
Loring Brailey	do

	D	atc—	Result	of voy	age.	
Whaling- ground.	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalelone.	Remarks.
South Shetland do .camberl'd Inle Hurd's Island do	May 17	May 13, 1874 Apr. 20, 1874 Sept. 2, 1875 Apr. 17, 1875 Apr. 29, 1875		Clean 1, 441	Lbs. 2, 314 1, 800	
South Shetland	l. Aug. 2	May 7, 187	Clear	1		Belonged to New London.
Pacific Ocean .	Dec. 24	Nov. 12, 187	4 8	200		${\bf Added~1872},$
Atlantic Ilideon's Bay Indian Ocean do Atlantic North Pacific Ocean Atlantic do Pacific Ocean Atlantic do Pacific Ocean Atlantic do Alantic do Atlantic do Atlantic do Atlantic Atlantic Atlantic do Atlantic	May 12 July 14 Dec. 14 May 14 May 2 Oet. 15 Oet. 2 June Aug. 14 June Aug. 15 June July Nov. May 17 May 2 Oet. 5 June July May 3 May 17 May 18	2 Sept. 14, 187 3 Out, 1877 - 4 Aug. 15, 188 4 Out, 1877 - 7 Aug. 15, 189 6 Out, 1877 - 7 Out, 1877	75 £	30 650 300 300 10 300 10 400 20	000	Had taken at last report 4.0 sperm, 900 whale, 545 bene. Had taken at last report 1.150 sperm. Had taken at last report 1.255 sperm. Had taken at last report 1.750 sperm. Bought from Westport 1.750 sperm. Bought from Westport 1.750 sperm. Had taken at last report 1.750 sperm. Had taken at last report 1.750 sperm. Had taken at last report 1.400 sperm. Had taken at last report 1.400 sperm. Had taken at last report 1.400 sperm. Had taken at last report 1.350 sperm. Had taken at last report 1.500 sperm.
Hudson's Bantie Pacific Ocea	July	1 Sept. 27, 27 Out, 1877		, 650		T. F. Morse, third mate, killed by a whal- June, 1874; had at last report 1,100 sperm
Atlantic Pacific Occ Atlantic	an Nov.	19 May 9, 3 Out, 1877 19 Oct. 5,	1875	750	10	Had at last report 660 sperm, 415 what.
Atlantio	{ Apr Sept	Sept. 3, Sept. 17,	1874 1875	85 170	136	
Atlanticdo	May Oct.	y 22 27 Apr. 17 e 11 c 2 Sept. 16	1870	78 83 188 185	35	

Table showing returns of whaling-result

Market and the second s					The second secon
Name of vessel.	Class.	Tonnage.		Captain.	Managing owner or agont.
1874.					
Edgartown, Mass.	Bark	150	G	eorge W. Bassett	Samuel Osborn, jr
Provincetown, Mass. Agate	Schooneldododododo	92 101 79 92	2 - 1 - 9 - 2 -	Atkins Fisher Bell White Ewell Leach	W. A. Atkins E. & E. K. Cooke & Co W. A. Atkins Stephen Cook do S. S. Swift
C. L. Sparks	do	6 8 10	32 05 70	Sparka. Atkins Dyer Hieli Foster Taylor	Alfred Cook E, & E, K, Cook & Co D, Conwell Thomas S, Taylor.
Beston, Mass. E. B. Phillips		10	14 0ê 3 92 -	Joseph F. Francis Jöseph Thompson —— Martin	- Heman Smith
New London, Conn. Franklin Golden West Nile Roman	. Ship	2	119 144 293 - 350	Buddington Williams Spicer Rogers	Williams, Haven & Co.
New York, N. Y.	Bark.	1	152	Gifford	Henry Shuber
1875.					
New Bedford, Mass. Abm. BarkerAbbott Lawrence	Bark.		380 160	Elisha H. Russell	William Lowis.
Acors Barns			296	Hickmott	I. H. Bartlett & Sons
Adeline Gibbs	do .		327		
Benj. Cummings	do .		305		
CatlaoCatalpa	do		202 202		John T. Richardson
Charles W. Morgan Draco	do		314 25÷	Henry M. Peaks	g. Indiano, gr
Edward Everett. Emma C. Jones Falcon Gazoile.	do Ship Bark	k	187 307 985 973	Sylv. B. Potter 5 Alonzo O. Herende	Swift & Allen
General Scott	do)! D	313		J. Dourno, jr
Golden City	Scho	ooner rk	16	Henry Clay Timothy C. Allen	Henry Clay
Heroules	d	0	. 31	Il Jirch Sherman	Swift & Perry

HISTORY OF THE AMERICAN WHALE FISHERY.

Table showing returns of whaling-ressels

			D	ate	Resul	t of voy	age.	
Captain.	Managing owner or agent.	Whaling- ground.	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	Remarks.
teorge W. Bassett	Samuel Osborn, jr	Atlantic	Aug. 12	Out, 1877	Bbls	Bbls.	Lbs.	Bought from New London 1874; had taken at last report 650 sperm.
Atkins Fisher Bell White Ewell Leach	W. A. Atkins E. & E. K. Cooke & Co. W. A. Atkins Stephen Cook do S. S. Swift	Atlan'io	Feb. 28 June 22	Sept. 24, 187 Sept. 10, 187 Oct. 7, 187 Sept. 10, 187 Aug. 2, 187 Oct. 14, 187	4 31	5 0 101 5 140		Added 1874; sent home 145 sperm, 20 whale; sailed again 1874 or 1875; returned September 21, 1875, with 315 sperm, 10
Sparks Atkins Dyer Rich Foster Taylor	David Conwell S. Cook Alfred Cook E. & E. K. Cook & Co D. Conwell Thomas S. Taylor	do	Mar. 2 Mar. 2 Mar. 2 Feb. 12	Sept. 13, 18 Sept. 6, 18 Sept. 9, 18	74 1 74 1 74 7	14 19 48 22 19 26 92 8	0 7 2 6 3	
Joseph F. Francis Jöseph Thompson Martin	John Medina Heman Smithdo	Atlantiododo	. May 25	May 2, 1: 5 Oct. 4, 1:	875 3 874	56	15	} Added 1874.
Buddington Williams Spicer	Williams, Haven & Co Lawrence & Co Williams, Haven & Codo	Atlantic	July 1 June 1	5 Dec. 9, 1	875 874	8	50 00 8, 0	Sold to New Bedford 1876.
Gifford	Henry Shuber	Pacific Ocean	Dec. 9	Out, 1877				Had taken at last report 300 sperm, 1,500 whale.
Otis F. Thacher Elisha H. Russell Hickmott	William Lowis	Positic Ocean Atlantic North Pacific	Apr.					Bought from New London 1875; abandoned in the Arctic 1876; sent home 130 sperm, 1,650 whale, 13,450 bone; had on board 900
M. L. Snell Roswell Brown Henry T. Craw Goorge S. Anthony.	Taber, Gordon & Co	Atlantic Pacific Ocea Indian Ocean Atlantic	n Nov.	17 30 Out, 187				Had taken at last report 300 sperm, ood whale. Lost on the island of Fogo December 20, 1875. Had taken at last report 300 sperm. Returned to whaling; fitted ostensibly for whaling, but was owned by parties who dispatched her to Australia, where
John M. Tinkham Henry M. Peaks Rufus W. Gifford Sylv. B. Potter Alonzo O. Herendee Andsew J. Mosher.	Gideon Allen & Son William Watkirs n. Thos. Knowles & Co		Oct. June Oct. June	26 Out, 187 28 Out, 187 29 Out, 187	7			Had taken at last report 180 sperm, 700 winte. Lost in a gale 5 days out. Had taken at last report 430 sperm. Had taken at hast report 430 sperm. Had taken at last report 470 sperm, 9 whale, 739 bone.
Charles H. Robbins George H. Cannon .	J. T. Richardson J. Bourne, jr	It dian Ocea Atiantie	May	4 Out, 18	9, 1876	440	40	from New London 1874. Bought from Beston. Had taken at last report 400 sperm, 1,00
63 Timothy C. Allen Jirch Sherman		Indian Oce		19 Out, 18	1			bone. Had taken at last report 400 sperm.

Table showing returns of whaling-remis

Name of vessel.	Class.	Tonnage.		Captain.	Managing owner or agent.
1875.					1
New Bedford, Mass Continued.				1 - 1 à Dalson	J. T. Richardson
Hope On	Bark	191	M	chael A. Baker	0. 2
Hunter	do	355		arles L. Holt	J. Bourne, jr
Janet	do	154 976	1 457	ter Gartland arren Gifford	Swift & Perry
Janus Jireh Perry John Carver	Ship Bark	316 319	Δ	mos A. Chace	T. Knowles & Co
John Dawson	do	173 353 363	1 64	deb Babcock dvin Manchester barles Hamill	Dillioni 74. At accession
Josephino Kathleen Lactitia Laucer Lin la Stewart Midus Norman	do do do do	206 206 297 336 313 314	G J G B G J	R. Howlandeorgo F. Churcheorgo F. Churchenjamin I. Wilsonenjamin I. Wilsonensb. G. La ham	Joshua C. Hitch
Ohio 2d	do	363		red. H. Smith braham Osborn	dinora te cammino
Palmetto	do		59 J	dmund H. Bolles asper M. Ears	John McCanonga
Pioneer Petrel Platina President President President 2d Rainbow	Schoon Barkdo	or 6 21 21 12	61 1 14 7 57 4	Mexander R. Tripp. Philip H. Reed Walter F. Howland. Mred C. Davis William J. Robinson Bernard Cogan	C. R. Tucker & Co Jonathan Bourne, jr. C. R. Tucker & Co
Rousseau	do	30	05	Eber C. Almy	
Sappho	do		63	James H. Edick Holder Slocum	G. Milen to Board
Sea Breeze		3	123	William M. Barnes.	
Sea Fox	1 .	1	166	Otis F. Hamblin	J. P. Knowles, 2d
Seine	do		234	White Orlando J. Tripp	Charles H. G. nord
Three Brothers		a	357	Leander J. Owen	
Union	School		66 355	David L. Gifford	Wm. Phillips & Son.
Fairhaven, Mass.		nei	83	Owen Fisher	
Marion, Mass.		nei	84	W. C. Hathaway	Andrew J. Hadley.
Westport, Mass. Sen Queen			195	Hezekiah Allen	Andrew Hicks
Edgartown, Mass.	Bark		183	Marchant	Samuel Osborn, jr.
Provincetown, Mass.	Scho	mer	81	Atkins	W. A. Atkins

Table showing returns of whaling-remis

solling from American ports—Continued.

HISTORY OF THE AMERICAN WHALE FISHERY.

Auth snowing .			D	ate-	Result	t of voy	rage.	
Captain.	Managing owner or agent.	w aling- ground.	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebane.	Remarks.
Michael A. Baker	J. T. Richardson	Atlantic	Nov. 24 Sept. 20	Out, 1877			Lbs.	Formerly a schooner; added from Boston and rerigged; had taken at last report 160 sperm, 375 while. Had taken at last report 630 sperm, 95 whale.
Charles L. Holt Peter Gartland Warren Gifford Amos A. Chace Aaron Dean	J. Bourne, jr William Lewis Swift & Perry do T. Knowles & Co	Atlanticdo	Apr. 14 July 20 Sept. 27	Nov. 4, 1870 Jan. 1, 1877 Out, 1877 Out, 1877	580	3, 200		Had taken at last report 625 sperm. Captain Dean died of heart disease July 28, 1876; had taken at last report 250
Caleb Babcock Calvin Manchester Charles Hamili	J. & W. R. Wing Simeon N. West Swift & Perry	Indian Ocean . Pacific Ocean . North Pacific . Indian Ocean .	May 4 Aug. 24	Out, 1877				sperm, 60 whale. Had taken at last report 260 sperm. Had taken at last report 1,650 sperm. Abandoned in the Arctic 1876; had 1,400 whale, 10 000 bone; sent home 190 sperm. Had taken at last report 440 sperm. Had taken at last report 450 sperm.
S. R. Howland	JOSHUR C. LITORIA	Atlanticdo	June 15 July 7 Oct. 26 Oct. 9	Out, 1877 Out, 1877 Out, 1877 Out, 1877 Out, 1877				Had taken at last report 645 sperm. Had taken at last report 966 sperm. Had taken at last report 160 sperm. Had taken at last report 160 sperm, 500 whale.
Fred. H. Smith Abraham Osborn Edmund H. Bolles Jasper M. Ears	Swift & Perry	Atlantio Pacitic Ocean . Atlantio	Nov. 24 Apr. 15	Out, 1877				Had taken at mac copier 170 sperm, 220 whale, 1,600 bone. Had taken at last report 750 sperm, Had taken at last report 600 sperm; bought from New London 1874. Had taken at last report 700 sperm.
Alexander R. Tripp. Philip H. Reed Waiter F. Howland. Alfred C. Davis. William J. Robinson Bernard Cogan.	G. Allen & Son	dodododododododododododododo	Oct. 2 Nov. 1 Apr. 2	Sept. 16, 1878 8 Out, 1877 7 June 14, 18 9 Out, 1877	76 19	60		Had taken at last report 250 sperm. Returned leaking. Had taken at last report 700 sperm. Captain Cogan came home 1875; had taken at last report 185 sperm, 1,550 whale,
Eber C. Almy James H. Edick Holder Slocum	William Lewis	do	Dec. A pr. §	1 Out, 1877 . Out, 1877 .				at last report 400 sperin.
William M. Barnes Otis F. Hamblin	J. Bourne, jr	Pacific Ocean	June July	1 Out, 1877 . 30 Oct. 22, 18	376		25	whate Bought from Westport 1874; had taken at last report 750 sperm, 80 whale.
White Orlande J. Tripp Leander J. Owen	I. H. Bartlett & Sons Philip H. Reed	North Pacific Atlantic Indian Ocean	Oct. June	12 Out, 1877 . 8 Sept. 12, 1	876	67	7	whale, 14,920 bone. Had taken at last report 35 sperm, 1,33
David L. Gifford Owen Fisher	Wm. Phillips & Soli	Atlantic						whate. Bought from Marion 1874.
W. C. Hathaway	and the	Atlantie Atlantie		,		195	10	Sailed again in 1875; arrived March 33 1876, with 80 sperm, 20 whale. Had taken at last report 130 sperm.
Hezekiah Allen Marchant		Atlantic				•••		Had taken at last report 530 sperm.
Atkins	W. A. Atkins	Atlantic	Mar.	25 Aug. 2, 1	1876	310	1001	l

Table showing returns of whaling-remels

Name of vessel.	Class.	Tounage.	Captain.	Managing owner of angent.
1875.				
Provincetown, Mass.—Continued. Aleyone Antaretio Antaretio D.A. Small Edward Lee E. H. Hattield El'en Eizpal Gage H. Phillips	Schooner . do Brig Schoonerdo do	101 - 92 - 119 V 110 4 89 -	Fisher Bell	E. & E. K. Cook & Co W. A. Atkins Stephen Cook William Curran Asuph Atkins E. & E. K. Cook & Co S. Cook
Gage H. Phillips Lottie E. Cook. M. E. Shumons Quickstep Rlsing Sun Wm. A. Grozier	do	92 1 105 94	Israel A. Dyer Rich Higgins Taylor Roberts	William A. Atkins E. & E. K. Cook & Cododr
Boston, Mass. F. H. Moore	Brig	r 192 108	Robert Soper	do
New London, Conn. Charles Colgato Flying Fish Francis Allyn Goldon West Isabella L. P. Simmons Nile Roswell King	Brig Schoone	75 107 144 199 er 89 293	Neal Glass Williams Palmer Buddington Spicer Spicer Spicer Neal Spicer Spicer	Haven, Williams & Co. Lawrence & Co. Haven, Williams & Co.
San Francisco, Cal.		245		Thomas W. Williams
1876. New Redford, Mass. Abbie Bradford A. Houghten A. R. Tucker Arnolda Amelia	do do do	347 115 340 per 95	Charles M. Fisher Amos C. Baker	John T. Richardson Jonathan Bourne J. & W. R. Wing Loum Snow, jr
Amelia Atlautic Bartholemew Gosnold Bounding Billow California Cicero Gleone	Bark do do Ship Bark	291 365 265 36 293 34	Sylv. D. Robinson Harvey E. Luce Thomas Foster James E. Stanton	n. Chas. R. Tucker & Co John P. Knowles, 2d Switt & Ailen
Desdemona E. B. Phillips Eliza Adams E. H. Adams Europa Franklin Helen Mar John & Winthrop Laccolia Marcella Miattapoisett Mercuty Merlin Minnesofa	do d	39 39 39 39 39 39 39 39 39 39 39 39 39 3	Edward Penntnan. David B. Sprague George E. Bauldry. Edward P. Shiveric Rufus W. Gifford Frederick P. Tripp Welcome J. Lawtor J. Franklin Brooks.	Swift & Perry William Lewis Swift & Allewis Swift & Allewis John P. Koowles, 9d William Lewis Chas. R. Tucker & Co A bloott P. Smith William Phillips & Chae B. Tucker & Co

Table showing returns of whaling-result

HISTORY OF THE AMERICAN WHALE FISHERY.

			T	Date-	Resul	t of vo	yage.	
Captain.	Managing owner or agent.	Whaling- ground.	Of sailing.	of arreal.	Sperm-oil.	Whale-oil.	Whatebone.	Remarks.
Flaher	E. & E. K. Cook & Co W. A. Atkins Stephen Cook William Curran Asaph Atkins E. & E. K. Cook & Co Go Go Go Thomas S. Taylor W. A. Atkins W. A. Atkins	Atlantic	Apr. 10 Mar. 25 Mar. 19 Mar. 27 Mar. 11 Jan. 23 Mar. 19 Jan. 8 Mar. 20 Mar. 30 Jan. 23 Dec. 1* Mar. 27 Mar. 95	Sept. 22, 1875 Aug. 16, 1876 Sept. 27, 1875 Sept. 24, 1875 Sept. 21, 1877 Sept. 24, 1877 Sept. 26, 1877 Sept. 26, 1877 Sept. 26, 1877 Sept. 22, 1877 Sept. 22, 1877	90 196 196 196 176	990 456 196	Lbs.	Returned to whaling 1-75. Bought from Newburyport 1874. Resumed 1875; sailed again in December; last reported with 75 sperm. Bought 1874.
dobert Soper leorge E. Senter Joseph Thompson Cook	Frederick Davis Heman Smith	Atlantic	Oct. 19 Dec. 1 June 22 Oct. 11	Sept. 23, 187 Oct. 4, 187 Sept. 14, 187	5 160 6 290 6 450			Had taken at last report 600 sperm. Replaced 1873.
Sisson	Haven, Williams & Co. Lawrence & Co. Haven, Williams & Co. do. do. do.	Desolation Iald Adaptic Atlantic Desolation Isld from Inlet Atlantic Cam. Inlet Desolation Isld Pacific Ocean	July 7 July 27 June 3 June 3 June 1 July 13 May 5 June 29	Apr. 9, 187 Out, 1877 Out, 1877 Apr. 1, 187 Jan. 11, 18 Out, 1877	76	50	0 0 5, 000	Last reported with 240 whale. David Gavitt, second mate, lost at sea 1878. Had at last report 250 whale, 4,000 bone. Had at last report 300 whale,
E. B. Fisher.	Jonathan Bourne John T. Richardson	Atlantic	May	4 Out, 1877 .				Rebuilt by the United States during the rebellion.
James G. Sinclair Charles M. Fisher Amos C. Baker Isaac C. Howland Braley Benjamin F. Wing Sylv. D. Robinson Harvey E. Luce	Jonathan Bourne J. & W. R. Wing Loum Snow, ir William Y. Church Jos. & Win. R. Wing Charles R. Tucker & Co	Pacific Ocean Atlanticdo do ludan Ocean Atlantic Pacific Ocean	Dec. 1 July Dec. 2 Aug.	2 Out, 1877 . 6 Out, 1877 . 7 Out, 1877 .				Had taken at last report 280 sperm. Had taken at last report 60 sperm. Had taken at last report 12 sperm. Had taken at last report 300 sperm.
George F. Brightman Thomas Foster James E. Stanton	Chas. R. Tucker & Co. John P. Knowles, 2d Swift & Allen	do Atlantic North Pacific Atlantic do	Sept. May s July s Nov. Sept.	6 Out, 1877 . 23 Out, 1877 . 20 Out, 1877 . 1 Out, 1877 . 6 Out, 1877 .				Had taken at last report 100 sperm. Captain Stanton came home sick 1876; re- turned to whaling 1876; had taken at last r port 130 sperm. Had taken at last report 20 sperm. Had taken at last report 125 sperm. Had taken at last report 125 sperm.
Joseph F. Francis. John W. Cornell. Leonard E. West. Edw. rd Penniman. David B. Spragno George E. Bauldry. Edward P. Shiveric Rufus W. Gifford. Frederick P. Tripp Welcome J. Lawtol J. Franklin Brooks	William Lewis Swift & Allon John P. Koowles, 2d William Lewis Chas R. Tucker & Co. Abbott P. Smith	Pacifi Ocean Attantic North Pacific Pacific Ocean Indian Oceando Atlantic Vorth Pacific	Oet. Sopt. Aug. July July May Aug. Aug. Dec.	3 Out, 1-77 12 Out, 1-77 29 Out, 1-77 6 Out, 1-77 19 Out, 1-77 30 Out, 1-77 1 Out, 1-77 7 Out, 1-877				I lad taken at hast report 150 sperm. Bought from New London. Had taken at last report 12 sperm. Had taken at last report 160 sperm. Had taken at last report 60 sperm.

Table showing returns of whaling-result

Name of vessel.	Class.	Topnage		Captain,	Managing owner or agent.
1576.					
New Bedford, Muss,-Continued.	. 1				Alexander de
Oblo Podro Varela Petrel President President Pracide Pracide Progress Barab Bea Ranger Beine Beahord Beahord Bunbord Bunbord Bunboan Bwallow	Bark Schoonerdo Barkdododododododo	35~ 128 273 231 156, 255 326	A de TOWN SHEET T	rilliam B. Ellia nithony P. Brenton nines Avery homes F. Pease harles R. Smethers villiam T. Hawes oseph D. Silva tophen Flanders fenry Clay diward A. King tenjamin Gitlord homas L. Ellis charles F. Keith oseph W. Lavors ween H. Tilton	Loum Show, Jr Gideon Alleu & Son Phillip H. Reed Jonathan Bourne Swift & Perry I. H. Bartlett & Sons John P. Knowles, & John P. Knowles, & Jone P. Knowles, & Jose & Win, B. Wing do Swift & Perry J. & W. R. Wing William Lewis
Thomas Pape	do Brig Bark	145 186	1	oseph W. Lavers)wen H. Tilton)ennis D. Baxter ames H. Hammond	John McCallough Thomas Knowles & Co
Fairhaven, Mass.	Ct. S. nome	9"		Edgar W. Crapo	Jeremiah H. Pease
CohannetEllen Rodman	Schoonedo			Charles II, Wilbur	Tucker Damon, jr
Marion, Mass.			1	William C. Hathaway	Andrew J. Hadley
Admiral Blake	. Schoone		2 }	William C. Hatnaway Loring Braley Charles B. Barstow .	}do
Dartmouth, Mass.					
Cape Horn Pigeon	. Bark	. 21	2	George O. Baker	William Potter, 2d
Westport, Mass.				251-104	Andrew Hicks
A, Hicks	Bark		3	Edward E. Hicks	do
Edgartown, Mass.	1			Thewien	Samuel Osborn, jr
Mary Frazier	. Bark	30	11	Dexter	o. Damitos Co.
Provincetown, Mass. Alcyone		101	92		E. & E. K. Cook & C William A. Atkins. Stephen Cook
Arizona B. F. Sparks Carrle W. Clark Charles Thompson. C. L. Sparks Edward Leo E. H. Hatfield Ellen Rizpah Gracle M. Parker H. M. Simmons Lottie E. Cook M. E. Simmons N. J. Knights Quickstep Rising Sun Boston, Mass.		1	79 92 16 52 96 10 89 67 82 105 70 94 69	White Ewell Burch Loach Sparka Atkins Kirkcornell Dunham Dyer Atkins Ilyer Hich Foster Manly Taylor	Gentral Wharf Com S. S. Swift David Conwell Asaph Atkins E. & E. K. Cook & C Stephen Cook Alfred Cook William A. Atkins do E. & E. K. Cook & C David Conwell F. & E. K. Cook & C Thomas S. Taylor. Harnes Smith
William Martin Sarah E. Lewis	Schoo	ner	93		do
Sarah E. Lewis					
New London, Conn.	Scho	onet	56	Miner	Haven, Williams

Table showing returns of whaling-result

Captuin.	Managing owner or agent.
William B. Ellis Anthony P. Brenton James Avery Thomas F. Pease H. Charles R. Smethers William T. Hawes Joseph D. Silva Stephen Flanders Henry Clay Edward A. King Benjamin Gillord Thomas L. Ellis	Loum Bnow, Jr. Gideon Allen a Son Phillip H. Reed Jonathan Bourne Swift & Perry L. H. Burtlett & Sons John P. Know's 24 L. H. Bartlett & Sons John P. Knowles, 24 Jons & Win, B. W. ag do Swift & Perry
64 Charles F. Keith 31 Joseph W. Lavers 45 Owen H. Tilton 30 Dennis D. Baxter 50 James H. Hammond .	J. & W. R. Wing
Edgar W. Crapo Charles H. Wilbur	Jeromiah H. Peaso Tucker Damon, jr
84 William C. Hathaway Loring Braley	Andrew J, Hadley
12 George O. Baker	William Potter, 9d
03 Edward E. Hicks	Andrew Hicks
Dexter	Samuel Osborn, jr
92 — Flaher	Central Wharf Compas S. S. Swift David Conwell. Asaph Atkins. E. & E. K. Cook & Co Stephen Gook. Alfred Cook. William A. Atkins do
John J. Cook 93 William Martin 96 —— Cook	do

Miner..... Haven, Williams & Co.

Pa



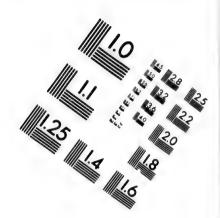
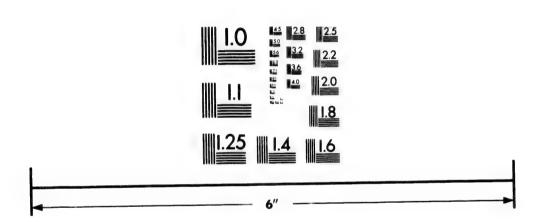


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Last reported with 150 sperm, 10 whale.

Sperm-oil.	Whale-oil.	Whalebone.	Remarks.
Phlo	Rhls.	Lbs.	
			Had taken at last report 100 sperm.
			Had taken at last report 35 sperm. Had taken at last report 30 sperm.
			Had taken at last report 215 sperm. Had at last report 30 sperm.
			Had at last report 115 sperm.
			Returned to whating; had at last report
1876	75		•
1876	90		
1876 1	00'	-	
7	· · · ,		Had taken at last report 25 sperm.
17	:::		. Had taken at last report 365 sperm.
77			
77			Had taken at last report 340 sperm.
6, 1876 5, 1876	115	20	
77			Had taken at last report 100 sperm.
77			Had taken at last report 100 sperm, 20
D. 1870		180,	The second second
29, 1876	110	200	Sailed again in December.
4, 1876	165	200	100 amorm
877	75	200	
15, 1876	150	200	•••
877			Had taken at last report 25 sperm.
	1876 7 7 1876 17 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7	Bbls. Bbls	Bbls. Bbls. Lbs.

Atlantic July 22 Out, 1877

& Co ...

658 REPORT OF COMMISSIONER OF FISH AND FISHERIES.

Table showing returns of whaling-ressels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1876. New London, Conn.—Continued, Flying Fish Golden West L. P. Simmons	do	144		Haven, Williams & Co
Nile	Bark	317	Rogers	Lawrence & Co
Florence			Williams	Thomas W. Williams

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Atta(Cum Atla

Paci Nort

owing returns of whaling-vessels

1.	Managing owner or agent.
ns	Lawrence & Codo
ns	Richard T. Howland
ns	Thomas W. Williams

HISTORY OF THE AMERICAN WHALE FISHERY.

sailing from .1merican ports-Continued.

		Date	Resu	lt of ve	yage.	
Whaling- ground.	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	Remarks.
Cum. Inlet	Aug. 9 June 27 June 24	Out, 1877			Lbs.	
		Oct. 22, 1876				Abandoned in the Arctic 1876; had 650 whale. Sailed again November 29.

660 REPORT OF COMMISSIONER OF FISH AND FISHERIES.

J.—Recorded summary of importation of oil and bone, and total value computed for each year, commencing January 1, 1804, and ending December 31, 1876, with gross valuation for the whole period.

Note.—From 1804 to 1817 it would appear by the table of exports that much oil and bone was inported which is not credited to any port. Assuming the exportation of whale-oil for that period at one-third of the importation, and the exportation of bone at two-thirds of the importation, it is necessary to add to the former 9,225,834 gallons, and to the latter 206,551 pounds.

No:

Year.	Gallons sperm-oil.	Average price per gallon.	Gallons whale-oil,	Average price per gallon,	Pounds whalebone.	Average price per pound.	Total value.
1804	207, 045	81 40*	221, 057	80 50*	46, 690	80 08*	\$ 530, 126 70
1805	412, 492	96*	612, 895	50*	13, 131	10*	703, 754 92
1806 1807	378, 788	1 00	741, 951	50	86, 544	07*	680, 103 48
1807	356, 548 362, 471	80	934, 259 567, 095	50 44	72, 784 49, 970	07* 07*	828, 771, 88
1809	443, 709	60	587, 664	44	17, 092	08*	543, 016-50 525, 164-92
1810	572, 271	75	585, 869	40	41, 437	08*	666, 865 81
1811	844, 200	1 25	304, 825	40	43, 200	09*	1, 180, 494 96
1812	429, 692	1 00	191, 079	50	4, 266	10*	529, 120 00
1814	111, 289 108, 486	1 25*	80, 8110	50	9, 901	10*	180, 167 %
1815	48, 510	1 00	2, 573 4, 347	1 40 83			140, 167 en 71, 522 01
1816	237, 479	1 123	294, 525	65	796	19*	458, 700 04
1817	1, 028, 475	72	581, 83	60*	19, 444	12*	1, 091, 576 88
1818	586, 688	90	608, 013	50	65, 446	10*	±3≤, 510 ±0
1819 1820	671, 674	83	1, 204, 308	35	83, 843	10*	987, 381, 59
1821	1, 093, 302 1, 357, 618	931 671	1, 409, 846 1, 213, 508	35*	78, 879	10* 12*	1, 523, 571 37
1822	1, 351, 350	65	1, 619, 951	32	62, 893 50, 799	12*	1, 324, 396 29 1, 402, 857 70
1823	2, 938, 351	43	1, 697, 440	32*	103, 404	13*	1, 830, 114 2
1824	3, 091, 064	451	1, 833, 237	30*	133, 472	13*	1, 973, 756 /5
1825	1, 924, 303	701	1, 666, 413	32*	152, 534	15*	1, 912, 165 87
1826 1827	919, 800 2, 958, 480	75	1, 108, 233 1, 119, 037	30*	79, 368	16*	1, 035, 018 78
1828	2, 475, 176	651	1, 591, 790	30* 26	106, 255 137, 323	18* 25	2, 499, 735 00 1, 995, 181 15
1829	2, 350, 152	614	2, 256, 502	26	563, 654	25	2, 172, 947 50
1830	3, 482, 642	65∦	2, 831, 315	39	514, 991	20	3, 487, 949, 56
1631	3, 636, 738	71	3, 609, 774	30	279, 279	17	4, 139, 790 61
1832 1833	2, 299, 563	85 85	5, 703, 894	231	442, 881	13	3, 352, 618 17
1834	3, 289, 765 3, 891, 573	724	5, 153, 148 4, 144, 833	26 271	266, 432 343, 324	13 21	4, 170, 754 89 4, 033, 317 55
1835	5, 181, 529	84	3, 950, 289	39	965, 192	21	6, 695, 787 35
1836	4, 200, 021	89	4, 301, 892	44	1, 028, 773	25	5, 868, 044 42
1837	5, 3.9, 138	82)	6, 389, 995	35	1, 753, 104	20	6, 983, 657 90
1838 1839	4, 076, 100 4, 408, 866	86 1 05	7, 204, 365	39	2, 200, 600	20	6, 250, 812 80
1840	4, 928, 017	1 00	7, 040, 975 6, 408, 391	36 30	2, 000, 000 2, 000, 000	18 19	7, 524, 060 30 7, 230, 534 30
1841	4, 956, 304	94	6, 459, 516	32	2, 000, 000	20	7, 125, 970 85
1812.	3, 256, 155	73	4, 876, 232	34	1, 500, 000	23	4, 379, 812 03
1843	5, 260, 027	63	6, 511, 900	34	2, 127, 270	36	6, 293, 689 21
1844 . 1845	4 239, 711 4, 967, 550	90#	8, 254, 481	36 7-12	2, 532, 445	40	7, 875, 970 35
1846	3 155 481	88 87#	11, 593, 4×3 6, 589, 737	33 331	3, 195, 054 3, 252, 939	34	9, 253, 611 75
1847	3, 155, 481 3, 803, 719	1 00#	9, 864, 225	36	3, 341, 680	34 31	6, 203, 115 43 8, 419, 28 49
1848	3, 401, 274	1.00	8, 840, 663	33	2, 003, 000	25	6, 819, 442 78
1649	3, 179, 736	1 08%	7, 827, 498	39 11-12	2, 281, 100	217	7, 069, 953 74
1850 1851	2, 926, 098	1 20 7-10	6, 319, 152	49 1-10	2, 869, 200	32 2-5	7, 564, 124 78
1852	3, 137, 116 2, 484, 468	1 274	10, 347, 214	45 5-16	3, 916, 500	341	10, 031, 744 05
1853	3, 246, 925	1 24	2, 652, 647 8, 193, 591	681 58 1-6	1, 259, 900 5, 652, 300	50 5-6 34)	5, 565, 409 89 10, 766, 521 20
1854	2, 315, 924	1 48	10, 074, 566	598	3, 445, 200	39 1.5	10, 802, 534 60
1855	2, 238, 443	1 77 2-10	5, 796, 472	71 3-10	2, 707, 500	451	9, 413, 148 83
1656 .	2, 549, 642	1 62	6, 233, 535	791	2, 592, 700	58	9, 5+9, +46 36
1857 1858	2, 470, 860 2, 5×1, 142	1 281	7, 274, 641	73 <u>1</u> 54	2, 058, 850	964	10, 491, 545 99
1859	2, 879, 352	1 364	5, 740, 025 5, 997, 946	481	1, 571, 200 1, 923, 850	92 92 92 1	7, 672, 227 31 8, 525, 104 91
1860	2, 306, 934	1 415	4, 410, 158	49	1, 3 17, 650	80 1-5	6, 520, 135 12
1861	2, 171, 358	1 31	4, 212, 085 3, 165, 057	444	1, 038, 450	66	5, 415, 090 59
1862	1, 752, 692	1 421	3, 165, 057	59⅓	763, 500	88	5, 051, 781 61
1863 1864	2,049,232	1 61	1, 983, 681	951	488, 750	1 53	5, 936, 507 17
1865	2, 027, 718 1, 047, 123	2 251	2, 263, 685 2, 401, 497	1 28 1 45	760, 450	1 80%	8, 113, 922 07 6, 906, 650 51
1866	1, 154, 885	2 55	2, 340, 513	1 21	619, 350 920, 375	1 713	7, 037, 891 3
1867	1, 368, 139	2 27	2, 812, 603	734	1, 001, 397	1 172	6, 356, 772 51
1868	1, 485, 981 1, 509, 984	1 92 1 81½	2, 065, 613 2, 677, 846	82° 1 01‡	900, 850	1 021	5, 470, 157 43
1869					603, 603	1 23	6, 205, 244 32

*Assumed value.

AND FISHERIES.

total value computed for each 31, 1876, with gross valuation

s that much oil and bone was into on of whale-oil for that period at reds of the importation, it is necesounds.

nds oone.	Average price per pound.	Total value,
6. 690	\$0 08*	\$530, 126 70
6, 690 3, 131	10*	703, 752 92
6, 544 2, 784 9, 970	07*	6e0, 101 48
2,784	07*	824, 771, 88
9, 970	07*	543, 016 50
7, 092 1, 437	98*	525, 164-92
2 000	08*	666, 865 81
3, 200 6, 266	09* 10*	1, 180, 494 96 529, 120 00
9, 901	10*	150 167 5
		140 167 80
		1e0, 167 e5 140, 167 e0 71, 522 01 458, 700 0s
796	19*	458, 700 0s
	12*	4.02, 576 85 1, 091, 576 85 838, 570 30 987, 351 52 1, 523, 571 37 1, 324, 396 29 1, 402, 857 78
5, 446 3, 843	10*	838, 510 .0
3, 543	10*	987, 341 52
2, 879	10* 12*	1, 023, 571 37
0 700	12*	1, 324, 336 29 1, 402, 557 78
3. 404	13*	1 820 114 %
3, 472	13*	1, 973, 756 78
2, 893 0, 799 3, 404 3, 472 2, 534	13* 15*	1, 912, 565 87
2, 000	16*	1, 820, 114 25 1, 973, 756 78 1, 913, 765 87 1, 035, 018 78 9, 400, 235 00
6, 255	18*	2, 499, 735 00
7, 323 3, 654	25	1, 995, 1-1 15
4 001	25 20	2, 172, 947 30
4,991	17	4, 454, 222, 50 4, 120, 500, 61
9, 279 2, 881	13	3, 359,618,17
6. 432	13	4, 170, 754 89
6, 432 3, 324	21	4, 033, 317 55
5, 192	21	1, 035, 018 7: 2, 499, 735 00 1, 995, 184 15 2, 172, 947 50 4, 139, 700 01 3, 352, 618 17 4, 170, 754 89 4, 033, 317 55 6, 075, 787 35 5, 888, 644 48 6, 983, 657 90
5, 192 8, 773	25	5, 568, 644 42
3, 104 0, 000	20	6, 983, 657 90
0, 000	20	6, 250, 812 80
0,000	18 19	7, 524, 060 30 7, 230, 534 30 7, 125, 970 es 4, 379, 812 03
0,000	20	7, 125, 970, 88
D. (JUH) A	23	4, 379, 812 03
7, 270 2, 445 5, 054	36	0, 400,000 41
2, 445	40	7, 875, 970 38
5, 054	34	9, 283, 611 75 6, 203, 115 43 8, 419, 288 49
2. 19,329	34 31	6, 203, 115 45
1, 680 3, 000	25	6, 819, 442 78
100	212	
1, 100 0, 200	32 2-5	7, 009, 953 74 7, 564, 124 72 10, 031, 744 05 5, 565, 400 82 10, 766, 521 20 10, 802, 5.4 cV 9, 413, 148 93 9, 589, 846 36 10, 401, 548 90
3, 500 3, 900	34½ 50 5-6	10, 031, 744 05
, 900	50 5.6	5, 565, 409 89
2, 360 5, 200	34 <u>1</u> 39 1-5	10, 766, 521 20
5, 200	39 1-5	10, 802, 5.4 5
7, 500 2, 700	454 58	0, 540, 240 %
3, 850	964	10 491 548 90
, 200	921	7, 672, 227 31
5, 850	88	8, 525, 108 91
7,650	80 1-5	6, 520, 135 12
4.50	66	5, 415, 090 59
3, 500 3, 750	88	5, 051, 781 64
750	1 53	5, 936, 507 Lt
), 450), 350	1 803 1 713	6 906 650 51
), 375	1 37	7, 037, 891 23
397	1 173	6, 356, 772 51
397 , 850	1 021	5, 470, 157 43
1, 603	1 23	6, 205, 244 32
3, 365	85	9, 5+9, 248 30 10, 491, 548 30 10, 491, 548 30 10, 622, 287 31 8, 525, 108 91 6, 520, 135 12 5, 451, 900 32 5, 651, 781 6 5, 936, 557 17 8, 113, 922 07 6, 906, 650 37 6, 906, 650 35 6, 720 13 6, 356, 772 31 6, 356, 7

HISTORY OF THE AMERICAN WHALE FISHERY.

J.-Recorded summary of importation of oil and bone, &c.-Concluded.

Year.	Gallons sperm-oil.	Average price per gallon.	Gallons whale-oil.	Average price per gallon.	Pounds whalebone.	Average price per pound.	Total value.
1871 1872 1873 1874 1875	1, 30#, 391 1, 423, 832 1, 324, 669 1, 014, 395 1, 342, 435 1, 254, 047 (†)	1 31 1 45½ 1 47½ 1 50 1 60½ 1 40½	2, 367, 288 973, 684 1, 260, 441 1, 190, 133 1, 089, 711 1, 039, 815 9, 226, 834	64 65 6 62 4 60 6 65 4 56 59	600, 655 193, 793 206, 396 345, 503 372, 303 150, 628 206, 517	77 1 2% 1 0% 1 10 1 20 3-5 1 96	3, 691, 469 12, 954, 783 64 2, 952, 106 96 2, 713, 934 51 3, 314, 800 22, 639, 463 31 5, 462, 418 50
Total	161, 452, 703		266, 996, 217		75, 268, 361		331, 947, 480 5

Deficit, as per note at head of table.

Note.—Scannmon estimates that sperm whales will average 25 and right whales 60 harrels of oil, and of the former 10 and of the latter 29 per cent. of those killed are lost. Upon that basis the shove amounts of oil would represent the slaughter of 225,521 sperm, and 193,522 right wholes.

	spaper reports of the voyages,	
ts, from 1804 to 1877.	ew London, are made up mainly from the new	
K Synopsis of importation, by port	p to 1838, excepting in the cases of Nantucket, Sag Harbor, and N made when there was no report of oil.	Makesan and a second se
	NOTE —These returns, u an occasional estimate being	

Don't of January	Nature s	Nature and number of vescels returning.	f vescels		Importation.			Tonnage.	
roto ot ueparture.	Ships and barks.	Brigs and schooners.	Total.	Sperm-oil.	Whale-oil.	Bone.	Ships and barks.	Brigs and schooners.	Total.
Hudson, N. Y. Namureke, Mass. New Bedford, Mass. Sag Ilarbor, N. Y.	1 13 13 13	1 7 7 10	4.8 Bu	Bbls. 7, 395 2, 035	Bbb. 1, 400 6, 718 14, 600 3, 300	Lbs. 46, 690			0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Total	30	32	3	9, 430	7,018	46, 690			
Hudson, N. Y. Naumeker, Mass. Nay Beditord, Mass. Sag Harbor, N. X.	65 D H 4	31.0	111 119	2, 500 7, 493 3, 100	4, 567 11, 300 3, 650	13, 131			0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Total.	98	2	33	13, 093	19, 457	13, 131			
Nartucker, Mass. Now Fledrich Mass. Now London, Conn. Sag Harbor, N. Y.	3 m m 10	. 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Crit and and ACI	10, 785 1, 206 40	15, 954 800 6, 600	FF 28	9 6 0 1 9 6 0 1 9 7 8 8 0 8 9 9 0 8 0 9 0 8		0 5 . 9 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Total	31		31	12, 025	23, 554	86,544			
Nantucket, Mass. New Heidrid, Mass. New Loudon, Osun. Sing Harbor, N. Y.	90.00	1	+ ene	11, 249	13, 959 6, 700 1, 600 7, 400	72,784			
Total 1806.	14	1	15	11,319	£9, 629	7. 25			
Greenwich, R. I. Mantokkut, Mass. New Jedford, Mass. New Jedford, Onn		09 (79	and 00 to 34	3, 800	1000 10,503 3,500 1,540 1,540	49, 970	1	0 2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8
Total	1941		1 11	2000	Alexander and		-		

06.6			
	ъ	6	1

Total	31		31	12, 025	23, 554	86, 544				Γ.
Nantucket, Mass.				11 040	17 050				The second secon	
	10.	-	9:	11, 410	6, 700	E S				
Sug Harbor, N. Y.	9 99		200	20	7, 400				1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	
Total	11	-	15	11,319	20,659	7. 21				
Greenwich, R. I.	-		ped		1,000					
Nantucket, Mass. New Bolford, Mass	0.0	G1 29	to E	3, 700	3,503	49, 976				. 467.
New London, Conn. Sag Harbor, N. Y.	20 24		m 24		1, 500					
Total	96	10	31	11, 507	12,0003	49, 970		-	1	
			I	I			I	I	I	
1500										
Greenwich, R. I.		:	- IC	9,336	1, 256	17, (842)				
New Benford, Mass. New Lendon, Conn. Saw Horling V. V.			I+ C7 T	1, 730	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1				1.1	
Total	3	20	8	70.71	18, 636	13.00				
1810.]	1		
Greenwich, R. I Nantucket, Mass	17		17	7, 947	1, 500 3,	41, 437				
	25.0		25.0	10, 9:30	4,300					
Total	-		9	4.	No. C. of					
	90		20	10, 10,	18, 330	41, 43,				
Greenwich, R. I.					1,000					
Nantucket, Masse New Bedierd, Masse	7 4	1	61	\$ 100 4,700	6, 377	43, 200				
Sag Harbor, N. K	-				202					
Total	22	-	24	26, 800	9,677	43, 200				
1812.	12		77	7, 591	9, 230	6, 203				
Sag Harbor, N. Y.	0 01		201	95	1 24					
Total	06		20	13,641	6, 066	6, 206				
Nantucket, Mass. Nan Rodford Mass.	64 6		CNC	1, 133	2,567	9, 901				
A CALL AND	1		*	3, 300						
Total	-		+	3, 533	19, 367	9, 901				
Nantucket, Mass			1	1,644	50					
New Bedford, Mass			-	1, 400						
Total	G2		24	3, 444	20		1		0 2	
Nantucket Mass.		15	2	er.	35					
New Bedford, Mass		03	28	020						
Total		17	17	1, 540	136					
* Up to 1815 New Bodford includes Fairhaven, Westport, and Dartmouth.	ord includes	Fairbaven, W	estport, and	il Dartmouth		† Unknown.			The state of the s	-

AND FISHERIES.

HISTORY OF THE AMERICAN WHALE FISHERY.

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	Nature 2	Nature and number of vess. is returning.	f vess.ls		Importation.	4		Tonnage.	
For of departure.	Ships and barks.	Brigs and schoeners.	Total.	Sperm-oil.	Whale-oil.	Bone.	Ships and barks.	Brigs and schoolers.	Total
Fairbaven, Mass	1	.5	9	Bilds.	Bblc. 1, 400	Lbs.	9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9		
Hounes integrated inte	9 0 000 9 0 9 0 1 0 1 0 1 0 1 0 1 0	= == 30 W		3235 of-	002	962	1		
Sag Harbor, N. Y. Wareham, Mass	H (70)	1	- 6 -	10.80	3,250				
Westport, Mass	0 1 0 1 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0	-	1	201, 202	260				
Total	15	53	38	7, 539	9,330	736		1:	
Roston, Mass		-	35		9,000				
Hudson, N. Y. Nautucket, Mass. New Defect	98	13	24 28 5	00 7 3 01 31	111.0	19, 444			
Act Harbor, N. Y. Other poris		9	2 21	946	200	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0			
Total	8	19	15	32, 650	18, 471	19, 444			
Edeartown Mass				1 500		And the second se			
	17	Ø 31	· (2) en	14.4 15.34	13, 456	65, 446	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		
Ag Harbor, N. Y	+		*		4, 576				-
Total.	53	-	34	18, 625	19, 302	65, 446			
Boston, Mass		-	1		1, 150				
Fair Haven, Mass Nantucket, Mass	91	-	- 08	18, 523	1,500	62, 40C			
New Bedlord, Mass. Sag Harbor, N. Y	30 kg	7	200	450	6 343	-1			
Westport, Mass Other ports		-	3 ===	2800 St			4 · · · · · · · · · · · · · · · · · · ·		
Total				-	40000		-		-

11187	ORY	oF	THE	AMER	ICAN	WHALE	FISHERY.	665
100 TH 10	Jr. 739		38, 092	1 31 1 9	63, 843		13, 151 13, 154 32, 167	50, 799 dford, Mass
1 1 5 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	44, 757	1, 400	15,050 15,070	8, 649 6:0	Z Z	20 1 4	20 1457 1 1500 1	51, 427 8 to New De
1 21 6 21 12 2 6	34, 708	1, 860 300 300	218 218 218 218 218 218	ot 350 52 50 52 50 52 50 52 50 52 50 52 50 52 50 52 50 52 50 50 50 50 50 50 50 br>50 50 50 50 50 50 50 50 50 50 50 5	43,099	100	200 FEI 184	42, 950
+n − 2, 1 n = 2 in	1:	m 7F 25 m	-890	2982	105	*	プローロ 28 × の → ← 4 (2)	101 to " other p
2-до ю	81	· · · · ·	###	= :==	3	T	9 . THE WAR	45 oil credited
125.0 - 0	7.		- 29 x	9	15	- 21 g	22	56 all the sperm-
Eduartown Mass Martingolert, Mass Martingolert, Mass Martingolert, Mass Name Mass New London, Gans Philadelphia, Can Philadelphia, Na Westport, Mass	Total Total 1821.	Degartown, Mass Edgartown, Mass Fair Haven, Mass	raussu, n. r. Namusus, Anss New Bedford, Mass New London, Conn	Partynoetown, Mass Partynoetown, N. Y. Salem, Mass Westport, Mass	Total	Dartmouth, Massa Fair Haven, Mass Falmouth, Mass. Hudson, N. Y. Marblehend, Mass.		

K.-Synopsis of importation, by ports, from 1:04 to 1:77-Continued.

Done of Jennesen	Nature a	Nature and number of vessels returning.	ressels		Importation.			Говпаде.	
carpingfor to any	Ships and barks:	Brigs and schoolers.	Total.	Spet moil.	Whale-oil.	Bone.	Ships and barks.	Brigs and	Total.
Boston, Mass		•	٧	Bela.	Bbla	Lbs.			
			C C 2 4	4, 730	Ann to				
Hudson, N. Y.	urpur san-		מי מ	1 PE 1	130				
Mattapoisett, Mass			- 8	100					
New Bedford, Mass	38	13	R	99.08.	A 25	30, 24.5 14, 00.P			8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8
New Haven, Conn. New London, Conn.	1	9	4	1,00	0000	073 3073			
Newport, R. I.		•	9 17	4,000	1,300	7	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		
Providence, R. I. Provincetown, Mass.		01 0	G4 G	007					
Sag Harbor, N. Y.	- (E)	2	T CO	1, 842	9, 731	45, 800			
Westport, Mass		700	- 67	1,000					
Total	88	28	114	25. 法	199	103.404			
				The second second second					
Boston, Mass	24	1	63	4, 560					
Edgartown, Mass. Fairhaven, Mass.		:	-	2,300	908 4				9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9
Falmouth, Mass.			Ť pri	2,000	2, 300		:		
Hadson, N. V			63	6, 400					0 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
New Bedford, Mass	9 19	* 17	8) A	50,230	2 100 E	790 al	:) ; ; ; ; ; ;
		1 (1)	in e	1,924	- 386 +	37, 545			
Plymouth, Mass		1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	9 ==	9, 900	1.450				
Sag Harbor, A. Y. Warren R. I.			£0.	235	19, 161	69, 561			
Westport, Mass		G)	- 99	7.50					
Total	98	21	k	98, 120	58, 196	134,472			
1825.					-	i.			1
Kongrow Mass Edgartow Mass Fairmown, Muss Warturkee, Muss	- 24 77		m 28.25	3, 700	3, 300		:,		
	7.00	m d	51 51	331, 2740	7, 2504	OFF. Dres.	-		

aven, Conn.

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A, 329. 32, 969 4, 996	1, 450 9, 161	58, 194	3, 300 7, 194 23, 17-
4.0.1.0.1.1 0.0.0.0.3.1	404 T	92, 139	3, 700 3, 17.0 3, 25.0 21, 25.0 21, 55.0
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₩ 29 Gt	G#	24	्र जिस्
			- 31 23 31
88 Mass onn	, L	1825.	1848 1848 1848 1848 1848

	1118	rogy	of	THE	A	MERICAN	WHALE	FISHERY	. 66
No. 15.	170,004		16,002	51, 955	79, 36e	1 1 1 1 1	5, 132 47, 755 52, 31e	106, 255	200° %
2 - 2 - 2 - 2 - 2 - 2 - 2 - 2 - 2 - 2 -	25.20	1,000	4 4 4 5 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1 200 H	35, 142	5, 150	1, 52 F. C.	30.000	2 - 1 2 - 2 - 2 - 2 - 2 - 2 - 2 - 2 - 2
1, 724 1, 724 1, 724 1, 724 1, 700 1, 700 1, 700 1, 700	61.42	350	16,334	9000 65	29, 200	of vist		33, 920	
# P M M m (7 M M	28	that has 34	-1191	22 - 10 03	42		-1600	22	क्ट्रिक स्वाह्म
-	10			GV	00	-	이 위 때	7 2 -	1 - NOT NOT CO
*****	39	THE 1 CO. 1	*222	6 1 2	33	-0	2 200	65	37 N -
New Haven, Conn. New Haven, Conn. Newport, E. Conn. Newport, E. Conn. Principle Mass. Statistical, Val. Newport, Mass. Westport, Mass.	Total	Boston, Mass. Dartmouth, Mass. Edgartown, Mass. Fairhaven Mass.	Nantucket, Mass New Bedfort, Mass New London, Com	Newport, R. I. Saz Harbor, N. Y Westport, Mass	Total	Dartmouth Mass Edgartown Mass Fairbaren, Mass Fairmouth, Mass Halmouth, Mass Hattapoisett, Mass	Nantucket, Mass New Bedford, Mass New Loudon, Coun Nowport, R. I New York, N. Y Plymouth, Mass	1825,	Augricom, Ainsa Mattapo-sett, Mass Mattapo-sett, Mass New Bedford, Mass New Bodford, Mass New Jouldon, Quin

K.—Synopsis of importation, by ports, from 1804 to 1877—Continued.

		Nature a	Nature and number of vessels returning.	f ressels		Importation.			Tonnage.	
	For or departure.	Ships and barks.	Brigs and schooners.	Total.	Sperm-oil.	Whale-oil.	Bone.	Ships and barks.	Brigs and schooners.	Total.
New York, N. Y. Sag Harbor, N. Y. Warren, R. I. Westport, Mass	New York, N. Y. 1828—Continued. Sag Hauber, N. Y. Warren, R. I. Westpurt, Mass	∞-4	78 G8	GN 000 ++4 GN	Bbls. 346 2, 211 420	2, 000 10, 377	Lbs. 96, 470			\$ 9 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Total	Total	2.0	96	96	78, 577	50, 533	137, 323			
Bristol, R. I Dartmouth, Mass Edgartown, Mass Fairhaven, Mass	1S 49. Darimouth, Mass Ogheriowan, Mass Safriwen, Mass	31 ⇔40	Gt (2)	32 63 00 f	3,700	2, 100 4, 250	700	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	1	
Kattapousett, Mass. Nantucket, Mass. New Bedford, Mass. New London, Coun. New York, N. Y.	Kanapolouket, Alsas Nantuket, Alsas New Doulou, Com New York, N. Y.	13 88 00 04	2 10	3 (2) (2) (3) (3)	33, 493 30, 277 2, 205	8,576 96,130 11,325 2,000	76, 808 211, 631 108, 592		0	S B S C S S S S S S S S S S S S S S S S
Plymouth, Mass Sag Harbor, N. Y. Stonington, Conn. Westport, Mass.	Plymouth, Mass Sag Harbor, N. Y Skonington, Conn Westport, Mass	6.	*	-0-4	2, 500 268 1, 130	15, 239 1, 200 75	140, 923			
Total	Total	85	18	103	74, 608	71, 635	563, 654			
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Fairhaven, Mass	7.2	:	- ;	1,600						
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The second secon	Importation.		
	Nature and number of vessels returning.		The same of the sa
		departure.	

K.—Synapsis of importation, by ports, from 1804 to 1877.—Continued.

Door of denomination	Nature a	Nature and number of vessels returning.	ressels.		Importation.			Топпаде.	
z oz e oz vopasture.	Ships and barks.	Brigs and schooners.	Total.	Sperm-oil.	Whale-oil.	Bone.	Ships and barks.	Brigs and schooners.	Total.
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Sag Harbor, N. Y.	14		14	4.145	91 578	163 1.3			
Salem, Mass.	-		-		1 900				
Stonington, Conn.	19	-	*	400	2,000				
Warren, R. I.	-		*	400	5 K10	_			
Westport, Mass		e	8	200	200	, 4 , 4 , 4 , 4 , 4 , 4 , 4 , 4 , 4			
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1834.									
Bridgeport, Conn	-		-		1, 500				
Stistol, K. L.	-		7	1,800					
Edgartown, Mass	GR :		G8	5, 600					
Fairday Mass	16		16	12, 953	12, 601	51, 500			
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		1835.			Edwardson Mass	Farbasan Mass	Formarch Manne	Hall Rivar M.	Greennowt N 7	Hudson N V		Mattanaset Moss	Mystic. Conn	Nantucket, Mass	New Bedford, Mana	Newburyport, Mass	Norwich, Conn	New London, Conn				A	Portsmouth N. H		Provincetown, Masa		Salem, Mass	Stonington. Conn.			Westport, Mass	IN OF PECOLOGO	9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9		1836.	Bridgeport, Conn.			Partmouth, Mass.			Toncester Mess		There is no record of the imports of bone except for the norts of Nantucket and Sea Hoshon
Westport, Ames	TOTAL		Bridgeport, Conn	Dristol, R. I	Formander Mass	Fairbaron Moss	Walmonth Mana	Fall Rivor M.	Cheenroof N 7	Hudson N V	Tonn Mose	Mattanniant: Mace	Wystie Conn	Nantucket Mass	New Bedford, Mana	Newburyport, Mass	Norwich, Conn	New London, Conn	Newbort, R. I	New York N V	Newharsh N V	Ponghkeensie N V	ortsmouth N. H.	Jymonth. Mass	Provincetown, Masa	ag Harbor, N. Y.	salem, Mass	tonington. Conn.	Wareham, Mass.	Warren, R. I	Vestport, Mass	vot recorded	Total			tridgeport, Conn.	iristol, R. I	Dorchester, Mass.	artmouth, Mass.	Edgartown, Mass	althavell, Mass	Flourester Moss	# Thomas	There is no recor

Total.

K .- Synopsis of importation, by ports, from 1804 to 1877 -- Continued.

	Nature a	Nature and number of vessels returning.	ressels.		Importation.			Tonnage.
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1836-Continued.	•		•	Bols.	Bbls.	Lbs.		
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Nantucket, Mann New Berlford, Mans Nawhara was Man	New London, Coun.	Newport R. I	C New York, N. Y.	Providence, It I		Provincetown, Mass.	Fortsmouth, N. H.	Sag Haroof, N. Y	Stonington Com	Wilmington Dal	Variant R I		Westport, Mass	Port not recorded	Total	,有多少好的病毒或者 医艾特特氏 经国际保持的 医多种性 医多种性 医多种性 医多种性 医多种性 医多种性 医克勒特氏 医克勒特氏 医克勒特氏 医克勒特氏 医克勒特氏病 医多种性 医多种性 医多种性 医多种性 医多种性 医多种性 医多种性 医多种性	1838.	Roaton Wasa	DEST	Nantucket, Mass	New Bedford, Mass	New London, Conn	Newport, R. I.	Sar Harbor N V		Warren, R. I.	Other ports.			Briefel B I 1839.	(Jones	Boston, Mage	Dartmouth, Mass	Dorchester, Mass	Edgartown, Mass.	Falmouth, Mass		Greenport, N. Y.		*Including Fairbaven. † Includii

HISTORY OF THE AMERICAN WHALE FISHERY.

673

674 REPORT OF COMMISSIONER OF FISH AND FISHERIES.

Does all Accordance	Nature a	Nature and number of vessels returning.	í vessels		Importation.			Tonnage.	
For or departure.	Ships and barks.	Brigs and schooners	Total	Sperm-oil.	Sperm-oil. Whale-oil.	Вопе.	Ships and barks.	Brigs and schooners.	Total.
1839—Continued.				Bbls.	Bbls.	Lbs.	9		0
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Lynn, Mass.					0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0		**		1,269
Mystic, Conn. Nantucket, Mass.	16	031	18	3,140	7,550		11:	2 = 0	27,364
New Bedford, Mass Newburyport, Mass			70	51, 695	72, 890		SOT S	10	1,099
New Suffolk, N. Y. New London, Conu*	188	7-	317	4, 500	31,690	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	- 06	60	11, 447
Newport, K. I. Newark, N. J				2000	207 6			*	366
New York, N. Y†. Portland, Me	28		2	con 'a	10, 430		- c		366
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Foughkeepsie, N. Y.	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0						989		1,046
Portsmouth, N. H.		:					-		348
Frovincetown, Mass		9	9	2, 530			10	10	9,615
Sag Harbor, N. Y.	a°		8 °	9 713	28, 560		3		10,605
Stonington, Com	0 🖛		•	300	9, 500		-	100	79 9 30 0 04
Wareham, Mass							P#	18	
Warren, F. I.	-	-	00 e	4,030	6,630		3 <u>4</u> H	e	6,075
Winnington, Det. Westport, Mass. Otther north		+	o 30 4 +	9, 830 1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1	7, 100		249	-	1, 443
Total	193	34	297	139, 964	223, 523	; 2, 000, 000	496	59	169, 354
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Cold Spring, N. Y. Dartmouth, Mass							01 10 7		
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K.—Synopsis of importation, by ports, from 1804 to 1877—Continued.

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Warren B.	7	1	00	4,020	6, 630	5,630	L	3	6,075
Wilson of the Indian	64		65	1, 600	4, 900		10		1,578
Westport Moss	*	4	10	3, 2-10	2		2	+	1,443
Other ports	*		*	1,150	7, 100	7, 100			
Total	193	34		139, 964	223, 323	223, 323 ; 2, 660, 000	496		169, 354
1840.									
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Bridgeport, Conn	G?		34	200	2, 910		60		
Cold Spring, N. V.							21		
Dartmouth, Mass							m		
Dorchenter Mass							71		
Edgartown, Mans	es		77	3, 3+0	2, 30H)		L		
Earlbaven, Mann	25		77	3, 150	1,300		***	***	

AND FISHERIES.

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	Massi Y		Conn." Y∏ BB	H X X X X X X X X X X X X X X X X X X X			1841.			Mystic. Including ports on the North River.
Hudson, N. Y.	Jaruesport, N. Y. Lynn, Mass.	Alattapoisett, Mass Mystic, Conn Nantucket, Mass New Bedford, Mass Newburyport, Mass New Suffalle, V. V.	New London, Conn. Newport, R. I. New York, N. Y. I. Newark, N. J. Plymouth, Mass.	Portamouth, N. H. Portland, Me. Providence, R. I. Poughkeepsie, N. Y. Provincetown, Mass Rochester, Mass	Sag Harbor, N. Y Salem, Mass Sippican, Mass Stonington, Conn Wiecaeset, Mo	Wareham, Mass. Warren, R. I Wilmington, Del Westport, Mass. Other ports	Total	Bridgeport, Conn Boston, Mass Cold Spring, N. Y Dartmouth, Mass Dorchester, Mass	Edgattown, Mass Fairhaven Mass. Fail River, Mass. Greenwort, N. Y. Hussen, N. Y.	" Including Mystic.

f	Down of John Control	Nature a	Nature and number of vessels returning.	ressels		Importation.			Tounage.	
•	ore or nepareuro.	Ships and barks.	Brigs and schooners.	Total	Sperm-oil.	Whale-oil.	Bone.	Ships and barks.	Brige and schooners.	Total
18	1841—Continued.				Bble.	Bbls.	Lbe.			
Johnes' Hole, Mass				-	200	1,500		e -	-	
ynn, Mass.				12	0.00	04	:	64 6		
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Nantucket, Mass		25.4	no	3 13	86.73 18.63	2000 m		33	n =	
ewburyport, Mass	Newburyport, Mass	2		-	400	100		71		
lew Suffolk, N. Y.	《艾奇》《古古西南南西南南西南南南南南南西南南南南南南南南南南南南南南南南南南南南南南	- 5	e	- 1	955	27,200		- 35	T	
ewport, R. I.	Newport, R. I.	-	g#	3	19 297	32		70	01	0 0 0
Newsrk, N. J. Naw Vork N. V			:		\$	19 460		7		
Plymouth, Mass	《京东西山南京 不理论的现在分词 医电子	•	4	4	200	13		m	67	
Poughkeepsie, N. Y.				-	200	3,000		9		
Portland Ma		n		7 -	Oro T	19 500		77 -		
rovincetown, Mass	Provincetown, Mass		9	9	1,025	40			m	
Portamouth, N. H.		06		9.5	2 210	42 6-10		- 98		
lem, Mass	Salem, Mass	-		-	200	1,300		22		
merset, Mass	Somerset, Mass								-	
Stonington, Coun		6		3	1,500	5, 660		4 2	₩ @1	
Wiscasset, Me		-		-	006	1, 200		-		
Wareham, Mass		147	n =	79 (4	3,430	5.3800		g) <u>u</u>	r9 3	
Wilmington, Del. Westport, Mass	Wilmington, Del. Westport, Mass	***	3	* 6	3,500	2,300		10.00	*	
		171	15	3	157 343	905.064	4-3 OLIO 0000	400	6.5	150 AUS
	2.53						and force for 1		3	
Bath, Me Bristol, R. I		-	- 6		500			e= 0	. 9	
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Bucksport, Me. Cold Spring, N. Y			-)	110	1, 500		1 21	:	
Dartmouth, Mass		1		-	1, 1561	200		72		

Somerset, Mass								1	**********
Sippican Mass							*	*	
Stonington, Coun			2	1,500	5, 660		10	G1	GH.
Wiscasset, Mo.	_		-	006	1, 200		-		
Wareham, Mass		3	63	1, 430	2:0		g)	63	
Warren, R. I.	10	_	9	3,115			16	34	
Wilmington, Del	40		*	5,500	9,300		10		
W 68tport, Mass	-	2	0	3, 186	3, 180		9	+	
Total	171	51	64.6	157, 343	205, 064	205, 064 12, 000, 000	490	139	157, 905
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1849.						andre d'			
Bath Me							-		
Bristol, R. I.		61	6	500				3	
Bridgewrt, Conn		67	21	0.6	3.470		6.00		
Boston, Mars		3	. 67	1285	21	21	31		
Bucksport, Me		-						-	
Cold Spring, N. Y.	-		-		1, 500	1, 200	31		
Dartmouth, Mass	-		-	I. 1543	202	700	72		
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1843.	Vew London, Conn.		9	ē.	4,013	27, 799		- C	410	
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14 14 57 11 110 1, 110 7 3 49 14, 157 117, 117, 119 45	old Spring, N. X artmouth, Mass	O4		Q1	150	3, 250	35, 5n0	· ·	•	1, 436
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	airbaven Mass	. 4	- :	7 7	14, 157	11, 5.7	1, 100	45 - 7	87	2,936

HISTORY OF THE AMERICAN WHALE FISHERY.

1877 Continued.	
1804 to	
ports, from	
f importation, by	
CSynopsis of	

		Nature a	Nature and number of vessels returning.	f vessels		Importation.	,		Tennage.	
	rote of departure.	Ships and barks.	Brigs and schooners.	Total.	Sperm-oil.	Sperm-oil. Whale-eil.	Bene.	Ships : nd barka.	Brigs and schoosers.	Total.
	1843 Continued.			•	Phis.	Bhia	134			
Falmouth, Mass	Falmouth, Mass.	∓ @1		→ m	90 of	4,015	100 TO	n v.	Œ)	FI
Freetown, Mass						1	000 000			349
Greenport, N. Y.		0 01		n or	1, 600	1,700	17,000	0 00		1, 6.57
Hudson, N. Y.								010		32
Lynn, Mass	化甲醛甲醛甲醛甲醛甲醛甲醛甲醛甲醛甲醛甲醛甲醛甲醛甲醛甲醛甲醛甲醛甲醛甲醛甲醛	8	1	+	1,644	331	!	e ac	1/9	· ·
Mystic, Conn	Hystic, Conn.	63 (20 60	340	4,560	45, 600	20 20	9	1
Nantucket, Mass	Nantucket, Mass	A	14 (7)	8.18	61,066	40.955		16	110	69.19
Newburyport, Mass	Newburyport, Mass	-		-	000	1,300		~ (pr		717
New Suffolk, N. Y New London Conn	0 3 6 6 6 6 6 6 6 6 6 7 7 7 7 7 7 7 7 7 7	96		96	4.243	36.850	366, 500	- 33	-	*37.6
Vewport, R. I.	Newport, R. I.		-	31	9,000	8		9,	79	200
Newark, N. J.	Nowark, N. J.	G		g	65	000 6	90 (83)	- m		2 4160
Portsmouth N. H.	《中国日本《中国中华全国中国的 的复数多种的 医中毒中毒性 医甲基甲基甲基甲基甲基甲基甲基甲基甲基甲基甲基甲基甲基甲基甲基甲基甲基甲基甲基					1				五年代
Providence, R. I.	Providence, R. I.	94 6		G4 6	340	3,950	200	J) P		10 co
Poughkeepsie, N. Y.	Promingefour Mass	3 (1)	-	9 22	4.350	975	9.5.6	4 (*)	91	24
Plymouth, Mass	Pymouth Mass		60	63	300	122	220	m	4	1,40
Sag Harbor, N. Y.		86	1	88 °	4,300	19, 180	4.17.701	_		
Salem, Mass	Salem, Mass.	24 (34		24 (24	445	1000	5, 670	9 (1)		366
Sippican, Mass		1041	gł.	+ (1, 132	1,446	14, 460		91	1.335
Stonngton, Conn.	Stennagton, Conn.	1*		I+ 6	201	14,340	123, 130	6		15, 61
warenam, mass Warren, R. I	waren B. I.	1		7.	7,740	9, 910	99, 100	19		2.92
Wilmington, Del	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	65	. 6"	9	9 A0-2	41		7) (*	4	3 5
Sent home in merchantmen	Sent home in merchantmen	-					60, (00			
Total	8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8	197	B	32	166, 985	206, 127	2, 137, 270	285	49	-B 1947
	1844					-	1	- 		
Bridgeport, Conn	· 우름이 이번 후 수 없고 한 점을 한 수 한 한 한 한 한 한 한 한 한 한 한 한 한 한 한 한 한	61 -	G	G1 #	1 59.1	200 M	3.5 days	er; ==		100
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* Notincluding schooners Betty, (135 tees) Franklin, (119 tons.) nor Hand, (tender, 26 trus.) nor also Shaw Perkins.
† Not including brig Enterprise, 95 tons, scaler.
† Not including brig Enterprise, 95 tons, scaler.

P Harlor N V	23	1	36	4,300	49, 130	4.1,700	49	49	17, 55B
siem. Mage	91		91	000	1,800	I*, (KJD	9		AL PATR
omeraet Mass	G#		31	445	290	5, 670	rge .		369
phican Mass	64	31	+	1, 132	1,446	14, 469	10	34	1, 335
Contracton Conn	-		10	2,415	12, 345	123, 50	19		45,616
/areham, Mass		Q4	81	1, 165			4		1,306
/arren, R. I.	=		11	7, 140	9, 910	38, 100	2		# C C C
/ilmington, Del	3		9	9,802	41	-	210	*	1, 9, 5, 5, 5, 5, 5, 5, 5, 5, 5, 5, 5, 5, 5,
ent home in merchantmen						60,000			
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ridgeport, Conn.	61-15	G\$⇔	G1 27 TF	1, 500 1, 500	3, 739 1, 460	33, 400 200, 100 14, 100	CO HON AS DO		*) m m

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ar Haven, Mass	F7 10 10 10 10 10 10 10 10 10 10 10 10 10	7;	25 SE	4, 201	40, 000	. :	:	
almouth, Mass			49, 646,	12, 176	1.51 (2.1)	+		1 4 175
Terfown Mass			1000	2,21019		7		
al Kiver Mass	7	-	150	Ora Print	7, 500	20		
reenbort, N. Y.						r ic	21	T Comm
ndson N. V			101	4,000	30, 700	30	9	1
Johnes Hole Mana		-	400	5, 400	24, 000			4
VID. Mass						e en		200
Mattanolaert Mass		-	100	1, 400	11,000	3		2, 202
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ew Doulord, Mass.	92	12	64, 500	100, 401	2000	3	28	がな
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ew Suffolk, N. Y			J, 2550	3 '	11,600	10		et
New York N						3		
Portamonth N II	1	01	1, 193	9	30 643	9 6		1
u.m. II.				200	do, one			6
Tovidence, R. I	7		9 050			-		N. S.
Jymouth Mass			3, 12,83	7, 000	71,000	on	-	2000
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Sippican, Mass			CALK!			34		
D. Conn		-	909			00		3
Warniam Mana		9-1	2000	14, 840	103 -00	9		
Warren R I	-	m	- ? - ? ?	100	-	-	. 1	
Wilmington	-	-	1.970	4 650	Or Anno	- 00	14	F
out, Det.	31	9	1 200	1,010	BOO	R		6.00
westport, Mass	-		2, 000	RET N	- SE	lad		34
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1845.								
DOSTOD, Mass		100	2000	10 0000				
Bristol, R. I.		***	200	3, 030	45°, 100	-	91	1
Cold Spring, N. F.		-	I, (NA)			1/7	-	2 443
Dartmouth, Masa	100	91	2010	# 12 m	E7. 450	1,		
Edentown Mass		-	1,400	2000		, ,	-	200
Marin Davish Management of the contract of the	3	-	1,719	1 8466	13 (400)	-		di i
Laborated, M. M.	15	121	\$5 381	TR 670	Tan bear	L	34	3,012
ALCON.	G#	27	017	1 40	74. 1000	4		15, 18
TOTAL VILVOR.	· O	7	200	0.00	1000	-		1, 45
Greenport, N. Y.	1 44	-	E, 040	9 7	41, 400	KŞ.	20	1 190
			270	177 P	11 29	1 1		2

HISTORY OF THE AMERICAN WHALE FISHERY.

K .- Synopsis of importation, by ports, from 1804 to 1877-Continued.

		Nature at	Nature and number of vessels returning.	r vessels		Importation.			Toenage.	
	Port of departure.	Ships and barks.	Brigs and schooners.	Tetal.	Sperm-oil.	Whale-oil.	Dane.	Ships and barks	Strigs and schoops ra	Total.
	1843—Continued.				Eble.	Bbls.	Llot.			
Holmes' Hole, Mass.		-		-	106	9 6 6 9 9	24,300	m	-	in i
Hudson, N. Y	Indson, N. Y.				9.1	1 670	15,600	641		8
Lynn, Mass.		-	9	4 (*)	631	240		113	1/8	7
Mattapo Mass	在中外的中央的名词复数的中央的自己的自己的自己的自己的事情,但是是有一种的自己的自己的自己的自己的自己的自己的自己的自己的自己的自己的自己的自己的自己的	-	•	4	732	7, 251	51, 400	1		The of
Mystic, Conn	Lystic, Cont.		31	25	45, r64	9	40, 100	12	-	100
Now Red Card Mace	多日 医多角性蛋白 医多性性皮肤 医维里斯斯氏 医克勒氏菌虫 医脂肪 医马克克氏氏试验检尿病检查检尿病	3	98	3	52,072	88,724	1, 600, 005	16.00	100	ľ
Low London C. nn	ow London (and		0 0 0 0 0	õ	1, 411	52, 576	4cct, 7ut	3	au s	yl i
Newnort R I			91	*				10	21	mi mi
New York N. V	・・・・・・・・・・・・・・・・・・・・・・・・・・・・・・・・・・・・・	O1	-	r	214	9	24, 006			70
New Soff alk N. V			0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	-	16-	上西	6.4.9	24 :		6
Providence, R. I.	Providence, R. I	an i		94	002	3,450	30,000	2) (2)		1000
Plymouth, Mass	Plymouth, Mass	-	04 ;	17	1, 290	-30		3 6	- 10	2 (40)
Provincetown, Mass		mai e	13	*	of a	000		2	8	407
				- 3	100	43 784	475 186	2		22) 103
Sag Harbor, N. Y	日本市日本市市市 医电子电子 医电子电子 医医生性 医医生性 医医生性 医医生性 医医生性 医甲基甲基甲虫	1	0	3 01	3 306	97	6,000	24		6678
Sa em, Mass	- 6 + 5 + 5 + 5 + 5 + 5 + 5 + 5 + 5 + 5 +			1 63	1.216	540	3,00	P	71	916
Stoppican, ands	Stonington Com	r on		8	1, 941	15, 362	115,625	8		F. 076
Wareham Mass			@#	20	043	I. 9691	16, 500	-	99	L. Iba
Warren, R. I.		10		10 1	100	70	0, 1990	N		E T
W.Imington, Del.			*	- 1-	9 240			700	175	(m) 6
westport, mass	Westport, Mass.		-							
Total.	Total.	- 215	2	55	157, 700	15, de	3, 195, 054	3	7	2K. 165
	1846.		•		-	- 000	24 000		•	-
Bristol, R. I	《日日前传播》第一篇《日本报》《唐书》《唐书》《唐书》《日本日本》《日本日本》《日本日本》《日本日本》《日本日本》《日本日本》《日本日本》《日本日本》《日本日本》《日本日本》《日本日本》《日本日本》《日本日本》		-	-	170	19	7 7	9.00	•	
Bridgeport, Conn	Bridgeport, Conn	- 01	*	- 10	2,513	8	40, 540		-	797
Ramotable Mess	医医尿样 医克里特氏性骨髓 医二甲酚 医自己自己自己自己自己 医多种医学 医医维维 医医维维氏 医电压电压 医二十二十二十二十二十二十二十二十二十二十二十二十二十二十二十二十二十二十二十									-
Cold Spring, N Y		es .		m	3696	7, 12	36, 457	L =		210 1
		-		7	100	010 7	19.000	d for	71	7
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Faimouth, Mass		3		7	369	4.670	28, 283	P10		1 100
Paul Kiver, Mass	Make							71		- 1
Z		71		21	071	.5. 11.00	. 100.	100		

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Westport, Mass.
Total

HISTORY OF THE AMERICAN WHALE FISHERY.

681

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14 de 06		H W	127, 200	, x	514	-		+	00 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Providence, R. I
			9 000	3, 742	120	-		-		New York, N. Y
<u></u>	0 0 0 0 0 0 0 0 0	100		F. 145	1,743	91		94		Newport, R. I.
27 6.4	Į+	15	Mary 1788	76, 340	4, 733	30	gt.	75		New London, Conn
100,946	-	242	1, Sér. did	101-161	56, 437	p	-	70		N. w Bedford, Mass
0.40	09	8	F. (90	100	18, 927	16	91	11		Nantucket, Mass
4 6-0	9	121	18.00	11, 414	977	11-			19 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Mystic, Conn.
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7	=	P 0	000	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	31	N =	7	:		Lorines Hole, Mass
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fi		pri								Freetown, Mass.
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of	4 08	9		3, 939	9, 460	*	-	8	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Edgartown, Mass.
eri eri		20	31, 456	16: 6	195	-		-		Cold Spring, N. Y
31	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	=		130	21	-		-		
t I		19	445, 100	F. 480	92	4 104		-		Boston, Mass.
8 1	==			(D)	8	ped o	eri			Barnstable, Mass.
										1847.;
1, 230, 218	23	0:9	3, 272, 9330	20%, 19e	160, 174	200	7	159	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Total
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946	94	m 8	6, 000	1,515	755	(98 F	-			Sippican, Mass
150		-		10 mm	601	-		-		Somerset, Mass.
		g 24	200,000	, con						Salem, Mase
24 3	3	23	907,010	200	27 C C	L	7.7			Frovincetown, Mass
73 0	one L	- 6		10 3	of 4	ָרָ מי	- 1	24 -		Flymouth, Mass
2 582		EU e	34, 080	5,006	140	04 :		CN /		
		046								ortsmouth, N. H
		-	6ett, 000 j	363	448	10		63		New York, N. Y.
74	78	L	1, 100	2580	1,004	+	-		0 7 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	
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10		74	Or Luck			-	9			New Suffolk, N. V.
1 1		2	die tune		10 Mars	2.8	24 5"	11		Nam Endind Mass
4		- 1	- No. 1-100	(R. 1.3)	1 6	2) ;		21		
1		10.	22-8, 68.40	1,547	1 (1) - 1		33	•		Mattapunett, Mass.

	Nature a	Nature and number of vessels returning.	of vessels		Importation.			Tonnage.	
Port of departure.	Ships and barks.	Brigs and schooners.	Total.	Sperm-oil.	Whale-oil.	Bone.	Ships and barks.	Br and	Total.
1847 -Continued.				Bbls.	Bbls.	Lbs.	,		
uth, N. H.	96		26	3,957	51, 599	279, 900	25.		17, 823
(388							G1 =		990
. Макв	1	1	GN	488	104			1	603
on, Coun	8	1	c 61	1,049	18, 460 1, 644	146, 900 5, 900	3 or	-	60.4
R. I. t. Mass	99	G\$	es ro	1, 441	5,106			*	7, 071 2, 676
(a)	212	27	239	120,753	313, 150	3, 341, 680	019	3	209,071
1848.			-	002	100		-		666
Towns on the Contract of the C	-		4	9	007		4 (3)		202
Mass	3	e	9	2,300	1,747				
Y. N. Z	m		m	351	4, 220	8,300	70	-	3,315
III. Mass.		-	*	1, 798	4, 107	28, 400		01	2, 408
en, Mass	10		10	4,096	13, 102	61, 200	6		15, 505
b, Mass	GN -		74 -	2,670	922 %	90° 500			1,100
or, Mass	4 10		410	636	8, 731	74,000			3, 0.39
Hole, Mass					1				676
			- 9	121		008 6		7	0.00
1866L, M.888	0 40	1		617	11, 484	72,000		-	4,897
(off. Mars.	16		16	22, 362		27, 5.0		63	23, 477
fford, Mass	75		13.	48, 827		621,900		m	81,075
folk, N. Y	- 6	6	- G	3.666	54, 115	405,000	T.	9	17, 78
L R I	-		1	1,006					1,984
TK. N. Y	-	C4	20	300	200	410,000			
th, Mass	-		-	220					1 458
nce, R. I		11	Ğ	3,149	37	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	*-	6	1, 260
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rbor, N. Y.			-	i di					C C C C C C C C C C C C C C C C C C C

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9		G-S	9	15	9	247	_	8	9			ed.	_		7		-
26,000			2, 800	72,000	27, 5.0	621, 900	1.300	408,000		410,000					146, 700	2, 100	
000		1,643	2, 639	11, 484	7, 479	115, 436	162	54, 115		200			37		27, 700	1, 413	
150		171	9, 625	677	20, 362	48, 827	519	3,606	1,006	3.0	220		3, 149	566	17.55	TAG	310
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Sippican, Mass Nothington (Jam Warrell, R. I. 4 Warrell, Mass Wetport, Mass	0.4848	25 ≠4	m to to an of an	1, 7.5 624 3, 571 1, 588 30	11, 654 10, 058 93	54, 340	-57-87	4-	25.6 6, 414 374 6, 647 9, 104
Total	193	23	516	107, 976	280, 650	2, 003, 000	281	33	196, 110
1849. Bridgeport, Conn.	T .		1	354	2, 702	27, 300			
Boston, Mass Boston, Mass Cold Spring, N. Y	99		₩ 63	1,360	3, 445	202, 300 68, 600			2, 878
Darkmouth, Mass. Edgartown, Mass. Fairbaven, Mass.	13	-	112	8 118 10,806	28 9 742 18,995	1	10 g		1,860
Falmonth, Mass Greinport, N. Yans			m 	96 85 85 85 85 85 85 85 85 85 85 85 85 85	8,049 7,487		m 04 0		1, 106 646 3, 059
Holmes' Fole, Mass Lynn, Maes	1		1	3×3			mai		78.0
Mattapolectt, Mass.	H 40 S	GR .	en ro	1,509	6, 747	<u> </u>	10	e	3,36
r antucket, mans New Beford, Mass Newburynort, Mass	12 -	1	25-	46, 338		797, 300	- 13 A	₹ G8	77, 138
New Suffolt, N. Y. New London, Conn	11		8	242 1,949	314 32,030	301,100	* 3	1/3	15, 909
Newport, R. I. New York, N. Y		1	- 37	1,055	1,655		*		1, 38-2
Providence, B. I. Provincekown, Mass.	01 01	15	12.0	9 317 9 924	4, 542 277	30, 200	13	03	1, 260
Sag Harbor, N. Y Somerset, Mass.	9[16	1, 797	37, 579	186, 400	34 -	1	7, 935 137
Stoungton, Masse Stoungton, Conn. Worsham Mass	GD.		ao	1,628	15, 334	97, 5:0	19		85.8 17.8 .8
Warren, B. I Veriport, Mass Warmouth, Mass	Θm		9 7	9,9,9 513	10, 626	61, 500	121	+-	2, 517 2, 517 90 90
Total	171	98	197	100, 494	248, 499	2, 281, 100	510	33	171, 484
8 3	-	1	67 85 ==	368 3, 845 776	78-6	3, 700	- 2	CN .	396
Lofantouth, Mass Edgartown, Mass Sarhayen, Mass	10	1	110	906	10 530	1,700	50 50		1, 760

HISTORY OF THE AMERICAN WHALE FISHERY.

K .- Synopsis of importation, by ports, from 1804 to 1877-Continued.

		Nature	Nature and number of vessels returning.	f vessels		Importation.			Tonnage.	
	For or departure.	Ships and barks.	Brigs and schooners.	Total.	Sperm-oil.	Whale-oil.	Bone.	Ships and barks.	Brigs and schooners.	Total.
Falmouth, Ma-8	1850-Continued.				Bbls.	Bbls.	Lbs.	60		1, 106
Fall River, Mass Greenport, N. Y Holmes' Hole, Mass	Gall River, Mass Preenport, N. Y. Holmes Hole, Mass	- 5	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	1 3	505	828 4, 960	4, 200 56, 800	34 05 07	1	9, 975 9, 975 949
Lynn, Mass Mattapoisett, Mass Mattic, Conn Nantucket, Mass New Bedford, Mass	Vprn, Mass. Matapoiett, Mass. Mystic, Com. Mystic, Com. Marricet, Mass.	6.61.22	-	40122	9, 669 251 17, 969 39, 236	1, 568 1, 328 1, 328 91, 627	3,000 133,600 1,081,500	4 t- 0 13 13.	G1 − G1 +	1, 139 1, 18, 697 1, 1487
New Suffolk, N. X New London, Conn Newport, R. I	New Suffolk, N. X New London, Conn New port, B. I.	11		17	2,349	36, 545	203, 000	-4-	+	16,596
New York, N. Y. Orleans, Mass. Providence, R. I. Provincetown, Mass Sag Harbor, N. Y.	Now York, N. X. Orleans, Mass. Provincence, R. I. Provincence, R. I. Sag Harbor, N. Y.	- 01-=	n= 24=	4-385	9, 054 2,40 3, 205 718	1, 310 3, 368 501 26, 438	23, 600 193, 100	Ot OT 폭	1 24 1	115 865 3, 695 4, 758
Sippican, Mass. Skonington, Conn. Truro, Mass. Warehan, Mass. Warren, R. I. Westport, Mass.	Sippioen, Mass Sionington, Conn Truro, Mass Warehan, Mass Werpon, Mass Yarnonthi, Mass		1 63 -		900 140 1,035 3,607 68	2, 453 15, 256 2, 719 324 13	9, 300 179, 600 38, 100	12 15 11	10	5, 391 143 143 574 669 9, 963
Total	Total	151	37	188	92, 892	200, 608	2, 569, 200	505	51	171, 571
Beverly, Mass Boston, Mass* Cold Spring, N. Y. Dartmouth, Mass	1851. Boven'y, Mass Boston, Mass' Coel Spring, N. Y Bartmonth, Mass	9	9	- 61	950 6,842 217 48	250 11, 591 14	9, 300 130, 000	- 00 CO	91 1	568 618 2,499 636
Edgartown, Mess. Fairhaven, Mass. Falmouth, Mass. Fall River, Mass. Greenport, N. Y.	Shartown Messeshirtown Masseshirtown Masseshirtown Masseshirtown Masseshirtown Masseshirtown N. Y.	133		133	9, 450	3, 840 15, 355 2, 719 13, 487	44,000 97,100 24,300			16,490 1,106,490 1,106,490
Holmes' Hole, Mass Lynn. Mass Mattapoisett, Mass. Mystic, Conn.	Holmee' Hole, Mass Martin, Mass Martin, Coost, Mass	-00	01	- W.D	1, 747	9, 710 15, 757	224, 700 12, 040 168, 700	# SI 등 SI	28 ms	1, 25 0.57 2, 000 8, 000

Yesport, Mass	a	N		99 %	13	11 T	=	9	90c s	
Total	151	37	188	92, 892	200, 608	2, 569, 200	205	51	171, 571	
1851.		,	•	oac			•		004	
Boston. Mars*	9	- 9	- 61	6, 250	280	980 9,300	- 62	N	618	
Cold Spring, N. Y	4		44	217	11, 591	130,000	9		2, 493	_
Dartmouth, Mass		-	-	104	14		G\$	-	979	_
Edgartown, Mers.	62		es	2, 874	3, 540	44,000	œ	1	el el	
Fairhaven, Mass	13		13	97.46	15, 3:5	97, 100	49	-	16, 490	
Falmonth, Mass	1		-		9,719	24,300	2		1, 106	-
Fall River, Mars			:				G8		0.00	
Greenport, N. Y.	[1-0	633	13, 437	115, 100	00 4	-	67-16	
Lioimee Hole, Mass	-		-	1331	9 740	002.76	A. 35		0.55	
Matthyorett, Muse.	100	61	13	1, 747	The of	12,000		35	7 1- 2i	
Mystic, Conn.	9		9	153	15, 757	168, 500	6	7	3,000	

I AND FISHERIES.

Nantucket, Mass	13	GR I	122	16, 601	3, 345	38,000	525	*	18, 472	
New London Copp	P 00	90	3 3	45, 150	155, 711	2, 349, 900	10 S	4 1	94, 642	
Newbort, L. I.	g CH		G G	1, 262	1,765	12, 900	2 40	3	10, 243	
New Suffolk, N. Y.							-		2, 60	
Now York, N. Y.	0.5	8	2	2,043		42, 400				
Orleans, Mass		1	**	210				CH	251	
Providence, R. I.							61		865	
Provincetown, Mass	1	22	33	2,911	7		31	38	3,329	
L'illadelbula, Fa. I		-	-	09						_
Sag Harbor, N. Y.	•		4	133	11,066	67, 200	17	-	5,856	
Conductal Mass							-		530	
Stonington Conn	Œ		a	.1 310	15 050	1.55 000	0.0	04	203	
Truto Mass	9		0 =	1,010	200 67	J	27		D 143	
Wareham, Mase*		•	4	2	D	* * * * * * * * * * * * * * * * * * * *	-	1	143	
Warren, R. I.	1		-	168	2 7×6	001 66	17		5 640	-
Westport, Mass	7	01	6	4,040	1, 769	4, 400	14	10	3 755	-
					-					
Total	197	21	248	99, 591	328, 483	3, 916, 500	258	83	193, 990	
0.000										
-202T	•									
Deverly, Mass	34		08	028	C4			G.S.	208	-
E0810B, M.388*	9	94	30	6,979	211		G.S.	-	619	
Cold Spring, N. Y.							2		9,919	-
Dartmouth, Mass							13	-	625	
			-				60		9 823	•
	00		90	6,242	4,001	38, 000	69		16, 549	
							co		1,106	
Fall River, Mass	ຄ		es	481	2,527	15,000	es		818	
Greenport, N. Y.	-	-	05	1,070	25		30	-	2.749	
H imes' Hole, Mass		-	-				*		1,530	*
Lylin, Mass							G¥.		270	-
Matcapolsett, Mass.	*		*	1, 396	923	1, 500	3	es .	3, 153	
Trible, Comm.	200	-	7	467	4, 674	19, 900	6	Q¥	3, 159	
National Arts of the second se	10	2	15	10, 869	1, 238	9,500	55	*	175, 45 <u>4</u>	
New Beglord, Mass	ሽ [፡]	0	8	40, 313	2, 352	952, 600	307	7	104,006	•
New Londing, Conn.	25	-	*	492	3,441	178,600	47	9	17, 335	-
Now Vorb N V*	3		-	200			10		1,742	•~
New Suffalls N V	-	-		420	4, 130	12,200				,
Orloan Vision	•		•	2000	1,00	10, 300				
Proxidence R I		18	N	CSC	02			25	8	**
Provincetown Mass	9	00	00	010 0		:	18 6		965	, -
Sar Harbor N V	N G	R o	7	7, 510	141	004 73	3 7	- T	3, 196	•
Salam Masa	ŧ -	•	۳.	1,000	2,04	10, 100	0,	7	6, 1.83	
Sandwich Mass	•	0	-10	315	3 4		-		200	
Sippican Mass		*	8	717	10			N +	200	
Stonington, Conn.	63	-	-	199	4.313	6.400	O.	-	5 843	
Truro, Mass.	:							-	143	
* Of the	* Of these part were freighters	freighters.		† Freizhter	ter.	•				<i>,</i> ()

HISTORY OF THE AMERICAN WHALE-FISHERY.

		returning.			Importation.			Tonnage.	
Port of departure.	Ships and barks.	Brigs and schooners.	Total.	Sperm-oil.	Whale-oil.	Bone.	Ships and barks.	Brigs and schooners.	Total.
1852-Continued.				Lbls.	Bbls.	Lbs.	•		
Massa. I Massa.	10	- Ct	27	4,907	7, 686	30, 400	191	10	4, 960
	119	₹	167	78, 872	118 45	1, 259, 900	2116	79	206, 257
1853.									
	 (515	200			G	696
	10	- 01	9 00	4, 469					196
N. Y	-		- (400	9,359	21, 200	P 0		2, 919
Made	27		29	900	1,870	900			3, 409
Mose	13		13	8,063	14, 172	188, 700	49		16, 754
Mass	GE		C9	6,660	6.00	9,000	60		1, 106
	C9		31	360	96		•		1, 144
M896.	at a		. 01	35	99 684	28,300	6		9, 973
		-	-	330	1, 720	1,000	•		1, 530
	GI.		GR (1,656	9, 120	98,000			9 65
stt, Mass	40	m	j= (1, 516	* 000	2,300	10	T (*	2000
III	250	7	2 0	19, 242	7 598	43,00		9 69	15, 571
. Management of the second of	38	- 01	16	44, 9:33	118,672	2, 835, 800	316	ds	107, 519
on, Conn	98	6	150	1, 107	42, 990	1, 881, 200		c.	17, 308
			0	000	900 00	177 000	n		1, 742
N. Y	*-	- 0	c es	500	20, 213	111, 300		-	654
	• 61		98	1,963	4, 527	54,000	-		900
wn, Mase	-	20	81	1,761	603		m	25	3,065
r, N. Y	10 -		a -	1,300	6, 333	74, 600	2	24	9
	-		4 67	439	4			CI	80
At 1855		9 (31	61	000	9			G1	016
	9	100	6	531	14, 142	110, 300	18	-	5, 843
		-	-	20	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1			-	143
Mass	- 1		- u	136	5,513	46, 700	12	:	2000
Mass	10		7 =	4, 610	3	oper to		45	4, 1970
	308	133	159	14.3, 077	280, 114	5, 67.9, 300	EM9	(9)	20et, 3999

K .- Synopsis of importation, by ports, from 1804 to 1877.-Continued.

	Α.	NI	U	r	1.0	31	11	91	KI	E	S.			
17.303	1, 742		654	900	3,050 A,000 A,000	,	000	0.0	1000	163	100	5, 963	4, 3400	206, 359
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46	10		-		m g		•		Of the second	•	_	17		GIRL
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45,000					603						0	1,548		200, 114
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	Nature a	Nature and number of vessels returning.	f vessels		Importation.			Tonnage.	
Port of departure.	Ships and barks.	Brigs and schooners.	Total	Sperm-oil.	Whale-oil.	Bone.	Ships and barks.	Brigs and schooners.	Total.
1855 -Conti	-	91	(m) (1)	Bble. 1, 696 280	Bole. 140 450	Die.			919
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Beverly, Mass	6		mı	3.5	# 3 # 3	305	34		25
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Fairhaven, Mass Falmouth, Mass	10 0		0 0	307	.o.	15,400			1, 106
Fall River, Mass Greenport, N. Y. Holmes Hole Mass		1	- 01	250	120	+ of 000	000	1	9, 658 1, 219
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K .- Synopsis of importation, by ports, from 1804 to 1877—Continued.

HISTORY OF THE AMERICAN WHALE FISHERY.	
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1904, 1904	28	243	9, 582, 700	197, 590	16,941	112	26	17.3	Total
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SH AND FISHERIES.

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Cold Spring, N. Y.			08.6	371	6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6	ng		101 o
Dartmouth, Mass			0.44 0.44	3 331	1 400 x	16	3	5,776
Fairhaven Mass	15	12	5, 500	17, 417	163, 200	2.	-	16, 840
Falmouth, Mass						m		1, 106
Fall River, Mass			200	9		24	:	480
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Mattapoisett, Mass	8	600	9,012	5 143	20, 100	2	٥	1, 604
Myetic, Conn	31 9	24 1	9 4 6	4, 85.30 0.50 7.10 7.10 7.10 7.10	90,300	9 9	*	13.073
Nantucket, Mass.	100	201	4. J. 3.	197 362	3.70 550	354		110, 267
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Newport, R. I				44 000	300 300	m		000
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Providence R I	-	-	325	19				
Provincetown, Mass	- 04	20	1,96.1	2,712	5, 800	5	53	3, 337
Philadelphia, Pa		01 0	38	840 H	00 100	441		6 130
Sag Harbor, N. Y.	94	*	A, 100	o, 640	20, 100		,	2016
Sandwish Mass						-		165
Sippican Mass		23	309	99			2	2999
Stonington, Conn.	1		103	2,050	17, 200	iA =		1, 705
Wareham, Mass	- 0	- 0	FULL ST.	5,059	32,000	191		N. A.
Warren, K. L	0 06	. 01	1,765	396	1	100	G1	4, 233
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Total	168	44	74, 440	230, 941	2, 00rt, 800	250	3	203, 143
1858.						æ1	-	585
Boston Moss	100	9*	340	1,466	25, 300			
Cold Spring, N. F		G1	25	3,954	21,000	7		1,606
Dartmouth, Mass.	•		1,801	001	0.400	10	0	N 686
Edgartown, Mass.	1.5	- 22	# 05 05 05 05 05 05 05 05 05 05 05 05 05 0	15, 745	84,500	1.0	-	16, 144

K .- Synopsis of importation, by ports, from 1504 to 1877-Continued.

Å		Nature a	Nature and number of vescels returning.	f vessels		Importation.		-	Tonnage.	
FO	Fort of departure.	Ships and barks.	Brigs and schooners.	Total.	Sperm-oil.	Whale-oil.	Bone.	Ships and barks.	Brigs and achooners.	Total.
	1858—Continued.				Bble.	Bbla	Lbe.			
Falmouth, Mass		01		61	3, 120			60		1, 106
Fall River, Mass	fall River, Mass	~,	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0		151	134		24 -		480
Holmes' Hole Mass	1、日本中国在中国社会经验的基础中央管理中央等等的中央管理中央管理中央管理中央管理中央管理中央		0,0	- 0			000	*		1, 657
Mattapoisett, Mass	《自自日、日日中医自自自日日日日日日日日日日日日日日日日日日日日日日日日日日日日日	19		2 8-	988 6	777	300	13	- 9	3 654
Mystic, Conn		-		-		1,062		*		040
Nantucket, Mass		1-1	-	00	7,945	100	5, 100	90	6	11.037
New Dedicto, Mass.	New Deutoru, Mass.		7	99	46, 218	103, 105	1, 184, 900	316		107, 931
New London, Conn	《中心》 医多种性性 化二甲基甲基甲基甲基甲基甲基甲基甲基甲基甲基甲基甲基甲基甲基甲基甲基甲基甲基甲基	61	*	+93	1,830	32.190	116 100	- 2	13	16 755
Newport, R. I.								6		996
New York, N. Y.		٠	6	2		150	90, 300			
Orleans, Mass			98	91	309	202		-	6	823
Provincetown, Mass.			19	8	000 i	9, 655	1,500	in ;	54	3, 039
Solom Mass	中华医疗学习中央 化二进程 医电压中 医尿道医检查 医假性 医电子反应 医皮质医生物医		34	en en	1, 321	4, 200	12,000	91	•	5,956
Sandwich, Mass										2012
Sippican, Mass			*	*	576	248			•	989
Stonington, Conn.	Stonington, Conn.							*		1, 394
Wareham, Mass										***
Westport, Mass		- *		- 10	2,366	0 10	12, 780	0.00	· ai	4. 4
1000		001	1	300	01 040	000 004	- Fee 2000	,		
	《文中日 中央 化合物 化合物 医电影 医电影 医电影 医电影 医电影 医电影 医电影 医电影 医皮肤	100	2	200	C1, 341	104, 220	1, 344, 200	TOP	10	C11 'OSI
	1859.									
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Dartmouth, Mass.	Jartmouth Mass	4 31	0 0	d G	9 370	1		• •		9,453
Edgartown, Mass.		100	-	*	892	9 554	10,000	16	Q1	5,696
Fairbaven, Mass		6		6	3, 583	6, 201	99, 7:0	9	100	14, 417
Falmouth, Mass								000	-	1, 106
Creennort N V		-		G	1426	0 647	11 650	N G	:	490
Holmes' Hole, Mass			•	2	000	100	A.E., CLARY	1-	-	420
Mattapoisett, Mass		en =	-	4-	974	1,303	7, 500	400 J	0 =	100 m
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		96	n	68	64, 327	121, 542	1, 60e, 250	301		103, 564

Westport, Mass	*	-	0	7, 306	-	4,:00	16	21	4, 233
Total	162	43	202	81,941	182, 223	1, 571, 900	261	64	195, 115
.659									
Beverly, Mass	G4	-	8	240	1.025	3, 560	Q1	-	595
Boston, Massi	10	_	9	1, 209	300	1, 600			
Cold Spring. N. Y.	-		-		2,900				1,606
Dartmouth, Mass.	35		G\$	2,379	3		6		2, 453
Edgartown, Mass	n	-	+	895	2, 354	10,000	91	91	5,696
-21	6		6	3, 583	6, 201	99, 750	-	63	14, 417
Falmouth, Mase			************				8		1, 106
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Greenport, N. Y	1	-	d1	382	2, 623	11,650	61		35
Holmes, Hole, Mass							_	1	(1/2·4)
Mattapoisett, Mass	3	-	*	974	1, 303	2, 500	-	2	3, 7.57
Mystic, Conn	-		-	* 6 67	1, 350	3, 700	17		27. 7
Nantucket, Mass	6	GI	11	6, 340	6, 200	15, 000	500	-	100
New Bedford, Massil	96	n	88	64, 337	121, 545	1, 605, 250	1000		103, 564

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	Nature at	Nature and number of vessels returning.	f vessels		Importation.			Tonnage.	
Port of departure.	Ships and barks.	Brigs and schooners.	Total.	Sperm-oil.	Whale-ail.	Bene.	Shipe and	Brigs and echoneers.	Total.
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HISTORY OF THE AMERICAN WHALE FISHERY.

SH AND FISHERIES,

694 REPORT OF COMMISSIONER OF FISH AND FISHERIES.

	Nature a	Nature and number of vessels returning.	f vessels		Importation.	-		Tennage.	
Port of departure.	Ships and barks.	Brigs and schooners.	Total.	Sperm-oil.	Whale-oil.	Bona	Ships said barks	Brigs and achomers.	Total.
New London, Coun. New Tondon, Coun. New York, N. Y. Provincetown, Mass Sag Harbor, N. Y. Sag Harbor, N. Y. Significan, Mass Significan, Mass Warron, R. Westport, Mass	****	+-0	-810 T	1986. 9, 101. 1, 153. 1, 1886. 1, 1886. 1, 1886. 1, 1886. 1, 1886.	200 200 200 200 200 200 200 200 200 200	7.14. 1140, 600 1140, 620 10, 620 14, 700		23 S3 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	R SESSIF
Total	119	29	151	64,372	71, 863	760, 450	ä	67	73, 650
Beverly, Mass Boston, Mass Darthouth, Mass Pairhavon, Mass Pairhavon, Mass	(G)	n •	27	2G E	5% A	2 2	N 9 +	01-	2000年2000年2000年2000年200日
Holmed, Mass Naturated, Mass New Belford, Mass New Zendon, Conn New Zendon, Conn New Zendon, Conn New Zendon, Name Sand Hardron, N Sand Hardron, N Sand Hardron, N Sanden, Mass	77693 -	1 8 2 3	*** <u>55</u> 2##*	44 4 58055	12 a.a.a.a. 13 2 2 2 2 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5	2, 25, 25, 25, 25, 25, 25, 25, 25, 25, 2	-50 -	-mg g-00	84 44 850 850
Diptican, Algos Westport, Algos Total	7 3	49	138	स्क व्य	A A	619, 356	130	3	1, 536
11966. Beverly, Mass Roston, Mass Bertmoth, Mass Edgertwern, Mass Edgertwern, Mass Georgian, Company Georgian, Company	II as as a	G\$ 63	\$1.000000	4. 153 671.153 671.153 641.153	4 12 4 9 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	114, 656 15, 440 26, 400	94 24 W IO	80- 7-	\$35534 # 845
Marton, J. Marsa Naturalecta, Massa New Perfecta Massa New Perfecta Massa	ă	M 61	3	21, 345	44,513	3002, 1 dec	***	₩ 28+3 M	-4

New London (Jonn. New York, M. Frovincetown, Mass Salem, Marbor, N. Salem, Mass Salem, Mass Westport, Mass	e I	18	1 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	CACOL SANGE SANGE	008 008 12 12		2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	2423
Total	3.	49	139	33, 342	76, 236	619, 350	136	3	E. 236
Beverly, Mass Boston, Mass Dartmouth, Mass Reference, Mass Reference, Mass Grotou, Cum Narron, Mass Synthese, Nass Natron, Mass Natron, Mass Natron, Mass Natron, Mass	Eggar F	dtus et m⊸ei	### ### ### ### ### ### ### ### #### ####	4 4 4 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5	11 4 9 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5	114, 056 15, 400 15, 400 16, 000	(H 7H (B (f)) (-)	94 10 m	22 5 5 7 5 7 5 7 5 7 5 7 5 7 5 7 5 7 5 7
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Total	123	8	168	36, 66.5	74,302	9-30, 375	1	3	75,342
Beverly, Mass Boston, Mass Boston, Mass Betraouth, Mass Edizarrown, Mass Groton, Conn Marion, Mass Groton, Conn Marion, Mass Nattouck, Mass New Endford, Mass New London, Conn New York, N. Y. Provincetown, Mass Sig Harbor, N. Y. Signer, Mass Wellbest, Mass Wellbest, Mass Wellbest, Mass	W 여 12 여덟 이어 10		TOTAL S LEXUS ON	20 00 00 00 00 00 00 00 00 00 00 00 00 0	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1			
Total.	16	34	170	41,433	89,950	1, 001, 397	58	106	74,544
Boverly Mass 156S.	2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	10 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	HE S HE S S S S S S S S S S S S S S S S		2, 724 628 637 17, 11, 65, 30 607, 30	150 6 6 7 7 17 11 12 15 15 15 15 15 15 15 15 15 15 15 15 15	In a Name of the state of the s	1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1	1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1
and one schooner were freighters. ANT these is of the sups freighters. IH Eight ships and barks and 3 brigs and schoon	and barks an ers were frei	i 5 achooners chters.	were freign	tera.	All treignue	a bur one.	TI An un	ල දු (කොළිදු සහස	(Caronada)

HISTORY OF THE AMERICAN WHALE FISHERY.

SH AND FISHERIES.

696REPORT OF COMMISSIONER OF FISH AND FISHERIES.

		Nature a	Nature and number of vessels returning.	of vessels		Importation.			Tonnage.	
	rort of departure.	Ships and barks.	Brigs and schooners.	Total.	Sperm-oil.	Whale-oil.	Bone.	Ships and barks.	Brigs and schooners.	Total.
Provincetown, Mass. Sag Harbor, N. Y. Salem, Mass.	1868-Continued.	1	24	34	Bbb. 2, 698 315	Bbls. 1, 524	Lbs.	m 31	200	5, 019 996 671
San Francisco, Cal. Tisbury, Mass Wellifiert, Mass Wostport, Mass	on Francesco, Cal. Tishorr, Mass Wellidet, Mass Wostport, Mass		1	, pml , pml	208	30		10	n==:	1, 414 117 135 1, 909
Total	Total	- 84	76	168	47, 174	65, 575	900, 850	873	113	74, 519
1869 Beverly, Mass Boston, Mass	1869.	7	9	1 1	4.00	291	4 400		e 0.	143
Dartmouth, Mass Edgartown, Mass Fairhaven, Mass		01	100	1	38.89	1,074	9,080	01 (- 4	- t-	2, 396 1, 653
Groton, Conn. Marion, Mass Nantucket Mass			67	ON.	170	9		9	- 90	148 687 1 351
New Bedford, Mass Newburyport, Mass New London C. nn	New Bedford, Mass New Duryport, Mass New Tomdon C. ma	53	1 6	459 1	32, 673 93	24, 466	471, 195	172	→ ∞ =	50, 775 828 848
New York, N. Y. Provincetown, Mass. Sag Harbor, N. Y.		8 -	29	<u> </u>	9, 798	13, 223 3, 526 200	76, 370	□ G1 =	- © 01 0	1, 293 4, 612 151
Salem, Mass San Francisco, Gal Tishury, Mass Welfleet, Mass Westrory Mass		- cont		1 1	45	1, 657	21, 336	-04 -0	38	1. 2. 2. 2. 2. 2. 2. 2. 2. 2. 2. 2. 2. 2.
Total		95	99	191	47, 936	85,011	603, 603	218	103	T3, 137
Beverly, Mass Festor, Mass Dartmouth, Mass	1870.			1	4,301	1, 246		24	-1	513
Edgartown, Mass Fairhaven, Mass			Ot +	28.4	E 22 23 25 25 25 25 25 25 25 25 25 25 25 25 25	31.5		97	170	2, 086 1, 427 487

K .- Synopsis of importation, by ports, from 1804 to 1877-Continued.

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Protection Manual Person	New Mandric and New Mandric and New York, N. Y. Provincetown, Mandric and New York, N. Y. Salem Mans San Francisco, Call Tishury, Mans. Veilfett Mans. Westport, Mans.	7.88	29 29 11	2 <u>7</u> 8	6, 151 2, 796 45 45	13, 25, 25, 25, 25, 25, 25, 25, 25, 25, 25	2, 336 21, 336	D ★ C4 → O1	-କୁଖନାନ-	4, 613 4, 613 157 1, 254 1, 117 1, 151
1550. 1	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	95	99	191	47, 936	85,011	603, 603	218	103	73, 137
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1872. 18		1		ı						
1697. 197. 2	Nantucket, Mass New Touford, Mass	26	\$ m	*8	42,575	49, 563	190, 261	17.1	es	1, 112
1897. 187.	Newdorry port, Mans New Jordon, Conn New York, N. Y.	- 	3 . 4.	2 9	- C - C - C - C - C - C - C - C - C - C	10,3-2	47, 195	. = 2	= - 6	4, 552
1897. 1997 1998 1999	Province town, Mass. Sage Harbor, N. Y.		33	7	450	3, 008			21 21	66.8
15971. 1	San Francisco, Cal San Francisco, Cal Tisbury, Mass Wastort, Mass	7.0 C4		9,4	250	4, 013 130 7	66, 000	- 6	* :	1,781
1871. 4 6 8 H12 4, 102 662 5 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3	Total	16	53	141	55, 183	72, 691	704, 365	916	22	69, 373
1872. 1 1 1 1 1 1 1 1 1		- A-								143
1872. 1 1 1 1 1 1 1 1 1	Beverly, Mass. Baston, Mass	*	00	415	4, 162	628		G	9	595 443
153	Dartmouth, Mass. Edgartown, Mass. Foirhaven, M. a.	-	-		93	1,418	17, 502	40		1, 493 1, 097
1892. 1892. 1893. 1993. 1994. 1995. 19	Marion, Mass. Nantucket, Mass.		e .	n	325	361	092	33	28 1/	531 531 40 045
1892. 1892. 1892. 1893. 1893. 1893. 1893. 1894. 1895. 18	New Belford, Mas	27.	70 PM	6	1 990	8, 439 6, 439 8, 960	ie, 500	- G	10	808 808
1892. 1892. 1893. 1893. 1894. 1895. 18	New York, N. Y. Provincetown, Mass	-	17	17	9,0%			1	16	1, 447
1572. 1572. 15872.	S. g. Harbor, N. Y. Salem, Mass.	-	⊣ G≹	- 67	1, 231	4			. 62	935
1872. 1872. 1872. 1873. 1874. 1875. 18	San Francisco, Cal	3		8	909	40	400	6		1, 781
1892. 3 7 7 1110 2,400 867 6,600 3 2 2 1,611 1,422 6,600 3 3 30 24 1,611 1,422 6,600 3 3 30 31 1,77,848 12:1 3 2 2 3 1,17,848 12:1 3 2 3 4,0 4,0 5,411 1,332 11:1 3 3 3 5 5 1,17 8 14 1,332 11:1 3 3 5 5 1,17 8 14 1,332 11:1 3 3 6 7 2 1 1,57 8 12:1 1,332 11:1 3 3 7 7 111 1,332 11:1 3 3 8 7 8 13 1,578 11:1 3 3 8 7 8 13 11:1 3 3 8 8 8 13 11:1 3 3 8 8 8 13 11:1 3 3 8 8 8 13 11:1 3 3 8 8 8 8 13 11:1 3 3 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8	Total	92	40	126	41, 534	75, 152	6:0, 655	121	40	52, 701
1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1			-	-	150				944	143
2 1611 1,422 6,600 3 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	Boston, Mak	e -	-1	01110	2, 409	607		G	r3	503
3.0	Dartmouth, Mass.	- €8		38.0	1,611	1, 428	6,600	1000	G	944
36 3 3 117, 573 177,	Fairbaven, Mass		N	2 -	150			3 :	* co	0
2 2 5 11.7 40 54.000 9 11 3.3 3 5 5 11 1.379 1.379 1.5 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0	Nanneket, Mass.	36	3	8:	33,021	15,573	77.77		100	36,6%
. 1 3 1 3 1 3 1 3 1 5 1 5 1 5 1 5 1 5 1 5	New London, Conn.	24 26	200	1.00	4,614	5,672	1, 345		- G2	5. 4. 5. 5. 5. 5. 5. 5. 5. 5. 5. 5. 5. 5. 5.
	Provincetown, Mass.		13	13	1, 378	1, 379			0 04 0 04	-i
+ Towns shape and hearly recognitions a large grand of the Call Flancisco.	1. Four ships and barks reighters; a large and one of the by ran Irom San Francisco.	6 by rant tron	I Shu Fiden	SCO.	Alt Mosgan	100	Dit van the	O ALVIBRATION		- I-I

HISTORY OF THE AMERICAN WHALE FISHERY.

SH AND FISHERIES.

4	Nature	Nature and number of vessels returning.	f vessels		Importation.			Tonnage.	
Kort of departure.	Ships and barks.	Brigs and schooners.	Total.	Sperm-oil.	Sperm-oil. Whale-oil.	Bone.	Ships and barks.	Brigs and schooners.	Total.
Prancisco, Cal 1872—Continued. tport, Mass.	80 01	-	4.03	Bbls. 320 1, 432	Bbls.	Lbs.	~ OU		245 1, 578
Total	11	36	101	45, 201	31,075	193, 793	153	95	47, 996
1873. 00. Mass. Spring, N. Y.	+	3	L.	4,4%	10		O\$	17	523
mouto, Mass motor, Mass motor, Mass Hedred, Mass	325	-81-4	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	73 158 30, 229 103	25, 757 3, 41:2	150, 598 2, 212	1 1 109 8	10	183 368 22, 259 3, 556
V Ork, N. Y. Harbor, N. Y. Trancisco, Cal. Oper., A. Mass.	33	15	15	4, 807 1, 699 501	1,519		- a	12	1,478 116 245 1,578
Total	65	35	100	42, 053	40,014	206, 396	130	#	41, 191
1874. on, Mass	9	9	112	3,058	974	8, 609	- C1	2	670
haven, mass haven, Mass Weljord, Mass	8	-61-	- 04 2E	85 266 95 4×0	OFF. 96	759 1093	× = 3	Cs ds n	8 176 176 176 176
London, Conn. York, N. Y. Mass. Horborn, N. V. Porbus N. V.	67 64	E - E	1200	59 1,863 1,392	3, 6:4 5, 652 1, 132	15,314	*-	02 - 32	.e .e
Francisco, Cal tport, Mass							5		1, 148
Total	69	100	C) A	35 503	37 789	245 5470	1149	7	37 7.68

K.-Synopsis of importation, by ports, from 1804 to 1877-Continued.

1874.

670	233 471 471 178 178 178 178 178 178 178 178 178 1	37, 738	5	<u> </u>	31, 691	152 1,804 245 771	38, 883	648	634 136 30, 465 1, 851	2, 02, 70,02 177	37, 828
40	og 6g 70 등 ~ X ~	th	ď	21	019-	61	46	9	999	GI	21
- 01	244	110	-	ପଟ	110		123	G8 (108	21 02	171
8, 609	\$521, 637 15, 314	345, 580		0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	359, 973	10,045	372, 303		93, 484 24, 744	10, 400	150, 628
974	26, 340 3, 634 5, 632 1, 132	37, 7-19	1	06:9	37, 25, 067	4, 185 1, 666 1, 200	35, 594		20,535 4,374	764	33,010
3,058	25, 256 25, 4%0 25, 4%0 59 1, 663 1, 392	32, 203	3 106	148	34, 430	2, 112 1, 671 315	42,617	3,013	30,234	1,114	39, 811
415	\$32.50 132.50 133.50 13	2	2		31 E	.01 .03 .03 .03 .03 .03 .03 .03 .03 .03 .03	103	2	04 TÖ 10 K	5- G1	104
9	-a-n-n	27.7	-	24	91214	10	28	8	- 01 W 01 0	2	35
9	200	69			41	E3 84	65	4	33		69
Boston Mass Dartnouth, Mass	Fairmon, Mass Fairmon, Mass Marton, Mass Marton, Mass New Bestirot, Com New Lindon, Com New York, N. Y Provinction, N. Y Sag Inthon, N. Y Westport, Mass	Total	Roston Mass	Dartmouth Mass Edg-trown, Mass Fattlewen Mass		Now York, N. Y. Provinctorown, Mass. San Francisco, Cal. Westport, Mass.	Total	Boston, Mass. Dartmouth, Mass	Pair baven, Mass Fair baven, Mass Marrion, Mass New Bedford, Mass New Landon, Genn New Condon, Genn	Provincetown, Mass San Remeisco, Cal Westpart, Alass.	Total.

*All freighters. #55x ships and barks, and three schooners were freighters. #Five ships and barks and one schooner freighters. #55x75 pounds of hone arrived by Francisco. | All the New York vessels, and a part of those at Boston and New Freighters. Of late years many where Belonging to Westport, Marion, Bartmouth, Provincelown, and Boston have discharged at New Bedford, and the cargoes are credited to that port. # All the New Bedford and San Francisco, were Pregitters.

LTable of exports from the United States—the products of the whale pahery.	the Treasurer of the United States]
States-the	Jo s
United	s and R
the	tistic
from	n's Sta
exports.	[Compiled from Pitkin's Statistics and Reports
6	g p
LTable	[Compile

Year.	Spermaceti- oil.	Value.	Whale and other fish oils.	Value.	Whalebone.	Value.	Spermaceti- candles.	Value.	Sperma- ceti.	Value.	Gross value.
	Callons		Gallone		Desardo		Pounds		Pourde		
	Cuttonia.		447 757		1.00 0.00		120 400				
	496 493		110 223		151, 100		157 500				
Z9Z	100, 100		#5 558		104, 406		400, 000 417, 4500				
1793	212, (80		40,024		202, 0.0		200, 100				
101	1,000,208		55, 053		354, 617		214, 940				
1795	810, 524		64, 335		410, 664		24C, 720				
900	1, 176, 650		59, 797		308, 314		221, 903				
1907	589 495		39 991		450 197		130, 438				
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	111, 2m		420° 543		CO. 192		240. 001				
00-1	E		204, 468		35, 036		181, 321				
1001	91, 684		215, 522		23, 106		210, 66b		-		
	98 4711		920 022				135, 627				
1005.	46 041	20130	850, 535	#489×0 000			224 0 id				\$455,000
1500	0.12	-	2000	0000			1.7m CO.1				250 000
1804	Dr.C. 'C	6(1)	OF0, 010	310,000			124,002				arc, 000
E081	72, 624	3	650.043	315, 000			150, OSC				47. 000
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100	44,339	1.0	43.2 797	476,000			172 132				606, 000
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1508	210	000	tot ore	100,000			014 444				2015, 4400
1809	170 10	1.30	421. 222	169,000			214, 444	-			2007, UDO
1810	63, 910	135	544, 734	95° (100			187, 190	-			201, 000
1181	136, 249	273, 000	186, 661	78,000			257, 091				351, 100
1919	63, 216	141	106, 369	56,000			137, 596				197, 660
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181 0	9,307	0.950	1, 262, 094	631,047	25, 202	5,040	267, 177	106, 871		:	749, 936
001	2 250	5.340	1.06× 025	34× 901		1.459	424, 952	109, 777			525, 54
September 30, 1920, to October 4, 1921	2,610	6,000	000 302	311 415		-	399 9-25	151.256			46× 701
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n, 1822, to October 1, 1823	25, 333	200.00	1, 450, 150	#13, 413	60, 414	10. 10.	200 101	187 250			ATA SHE
18 P.	37 91G	10, 360	1, 201, 7.30	200, 105		3, 300	101,000	201, 112			1000
185	30,548	17,679	1, 072, 615	250, 200	_	46, 220	617, 012	202, 190			olo, en
681 00	35,538	23, 517	652, 401	183, 343		54,502	C. 16. 45-0	Sec. 104			DH. 400
to 1896 to October 1	78, 661	47. 250	481,180	142, 648		90, 09	1,003,65%	316, 063			SEE SEES
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to 1255 to the chart	140 -541	305 (4)	237 969	San Park		136, 341	1, 655, 966	261, 315			N. S. C. C. S.
0. 10.00 to October 1	54 814	30 110	1 833 196	265 × 325		112, 357	1,0-2,946	2243, 2392			90c, 59d
650	24 550	53 . 46	1 6227 534	553 430		1.53, x 122	するの にきえ	217. P.30			959, 6.88
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HISTORY	OF	THE	AMERICAN	WHALE	FISHERY
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AND FISHERIES. 2004G28G25S39G25

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Suptember 20, 1822, to
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September 30, 1835, 10 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0.0	4.4 4.4	1			_					1, 22 4, Can
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October	166 - 657	1 67 00		A. 4011, 130	1 0 0		250	_			1, 941, 612
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I Tale	210,000	310, 405	2, 473,	S0.5, 7.5	262		195				1, 615, 331
T. 1044 4. F.1.	4.1, 317	344, 930	4, 104,	1, 464, 968	1, 14:)	_	999	_			9, 453, 486
duly, 1844, to duly, 1849	1,054,301	975, 195	4, 505,	1, 5:36, 363	P-0 %	_	218				3 405 117
o daily,	610 722	697, 570	2, 652,	946, 298	1,697	_	1,053				20 507 244
July, 1846, to July, 1847	795, 792	736, 456	3, 159	1, 070, 659	2, 0.31		705				5 675 142
July, 1	206, 431	208, 832	1 607	55° 348	1 054	_	P405			-	2, 042, 103
July, 1848, to July, 1849	525, 817	572, 763	9 743	965 797	1 100	_	2000				1, 202, 100
July, 1849, to July, 1850	730, 743	784 734	1 470	679 640	1,000	_	74.3	_			2, 030, 946
July, 1850, to July, 1851	905 778	1 014 967	0000	7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7	100	_	94.0				2, 30c, 024
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o d miy,	903, 744	1, 333, 532	705,	485, 505	1,944,	_	619		177	845 411	0.4.9
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Toly 1965 to Tuly 1960	100, 150	1, 511, 323	644	F16, 4.14	313,		71		300	65, 017	52, 914, 195
oduly,	510, 978	1, 16, 31	177,	2.15, 2.50	456,		13		X.	31.936	2 075 411
July,	570, 834	1, 462, 570	426,	319, 540	618,		1.51		46, 047	15, 270	9 479 009
o daily, 1808	005, 550	1, 379, 814	706	507, 476	696		130		301	191 (1944	0 620 0.00
July 1, 1868, to July 1, 869.	717, 172	1, 361, 388	94	81, 860	405		2			, ,	1,000,000
July 1, 1869, to July 1, :670.	499, 797	794, 43.	310	298, 278	386				DC2 C-K	67 173	200,000
July 1, 1870, to July 1, 1871.	539, 545	69-5, 469	862	452 9:17	3.13				157 1900	4.3	7 400 1 20
July 1, 1871, to July 1, 1872.	693, 674	979, 683	1. 171.	552, 756	175				1001 5785	545 OVAC	1, 403, 135
July 1, 1872, to July 1, 1873.	756, 306	1, 095, 831	777	154 243	324				107, 671	85 510	F. 100.
July 1, 1873, to July 1, 1874.	529, 903	8.7.991	573	27.0%	7			4	2001 000	CT CON	1,000,103
July 1, 1874, to July 1, 1875.	491, 130	847,014	803	41 3 411	921				001,000	040,040	1, 30%, 173
July 1, 1875, to July 1, 1875.	892, 762	1 366 246	1 067	4.45 07.3					230,041	01, 75	1, 01.5, 51.5
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From 1803 to 1817 the values of sperm oil and candles are aggreented, as also are those of whale oil and home.	oil and ca	ndles are ag	reregated, as	also are tho	se of whale	oil and hune.		A Alan "	rholo-foots	Se discourt	900
† Spyrmaceti and spermaceti-candles at	e aggregat	ed in report	s for this year	ř.				Includia	Including wax.	WOILE CO,	-00-
f Including paratine.									and the second		

M .- Table of tonnage of vessels engaged in the whole fishery.

[From the Report of the Secretary of the Treasury, 1817.]

Year.	Tonnago.	Year.	Tonnage.	Year.	Tonnage.
1794 1795 1796 1797 1798 1799 1799 1800	4, 139 3, 163 2, 364 1, 104 763 592 652 736	1802 1805 1804 1805 1805 1807 1807	580 1, 143 343 898 729 907 724	1809 1810 1811 1812 1813 1813 1814 1815	557 333 544, 749 56, 1, 236

Special table of tonnage of vessels engaged in the whale fishery.

[From the Report of the Secretary of the Treasury, 1854.*]

Year.	Registered.	Enrolled.	Year.	Registered.	Enrolled
1818	16, 135 31, 700	615 686	1829	57, 284 38, 912	79
1820 1821	35, 391	1, 054 1, 924	1831	82, 316 72, 869	4e 37
1822 1823	45, 449	3, 134 585	1833	101, 158 108, 060	36
1824 1825	33, 166 35, 379	180	1835 1836	97, 640 144, 681	1,57
1826 1827	41, 757 45, 653 54, 611	937 329 180	1837	197, 242 119, 630	1, =0 5, 23

Special table of the whaling interest of New Bedford and Fairhaven.

[From Hazard's Register.]

Year.	Barks and ships.	Tons.	Year.	Barks and ships.	Tons.
1820 1830 1831	94 116 146	97, 475 35, 209 45, 109	1834 1835 1836	171 176 908 905	54, 449 56, 530 64, 260 62, 819
1832 1833	150 178	50, 068 56, 352	1838	213	63, 98

^{*} These tables are hardly accurate enough to show the extent of the business. Thus, at the close of 1815, Nantucket had at least 8,300 tons of shipping engaged in whaling; New Bedford district, 2,200; Hidson, N. Y., 250; Sag Harbor, N. Y., 750—in all, about 11,500 tons. In 1818 there were at least 18,000 tons.

SH AND FISHERIES.

in the whole fishery.

Treasury, 1817.]

Tonnage.								1	N		Y	7					age.	(1
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e Treasury, 1854.*]

57. 284	
	793
38,919	
82, 316	482
72, 869	378
101, 158	4.5
108, 060	364
97, 640	
144, 681	1,573
127, 242	1, 895
119, 630	5, 230

Bedford and Fairhaven.

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^{*} The latitude is misprinted in the note.

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BOSTON, MASS.:

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WESTPORT, MASS.:

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DORCHESTER, MASS.:

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Lafayette, bark, 492,* 536, 556.* (From Warren.)

Lactitia, bark, 442,* 548, 574, 598, 624, 644, 652.

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Lapwing, ship, 502,* 536, 576.*

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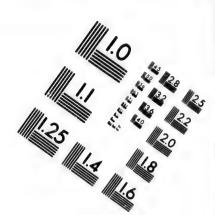
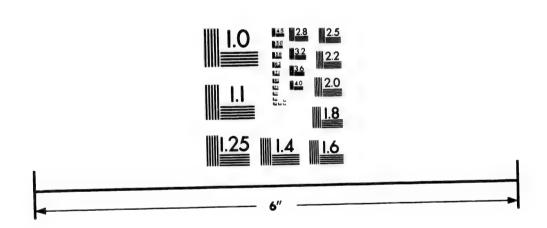


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Bomb-lance.

Greener's harpoon-gun.

Boat-flag or waif.

Boat-hook.

Paddle.

Boat-oar.

Greener's gun-harpoon.

Greener's gun-harpoon.

Boat-spade.

Toggle harpoon.

One-flued harpoon.

Hand-lance.

Boat-knife.

Boat-hatchet.

Tub-oar crotch.

Boat compass.

Rowlock.

Boat-grapnel. Boat-piggin.

Boat-keg.

Boat-bucket.

Lantern-keg.

Line-tub.

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Bomb-lance.

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Masthead-waif.

The whale-boat.

Cutting-tackle toggled to the blanket-piece.

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Throat-chain toggle.

Toggle.

Blubber-fork.

Stirring-pole.

Skimmer.

Bailer. Fire-pike.

*The figures of whales and of apparatus used in the whale-fisheries are taken from the important and remarkably interesting volume entitled "The Marine Mammals of the Northwestern Coast of North America described and illustrated; together with an account of the American Whale-Fishery." By Charles M. Scammon, Captain United States Revenue Marine. San Francisco: John H. Carmany & Co. New York: G. P. Putnam & Sons. 1874. 4to. 27 plates.

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Diagram showing inside of bomb-lance. Masthead-waif.

The whale-boat.

Cutting-tackle toggled to the blanket-piece.

Head spade. Cutting-spade.

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Blubber-pike. Boarding-knife.

Sheath.

I. Fin-chain.

Blubber-hook.

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Throat-chain toggle.

Toggle.

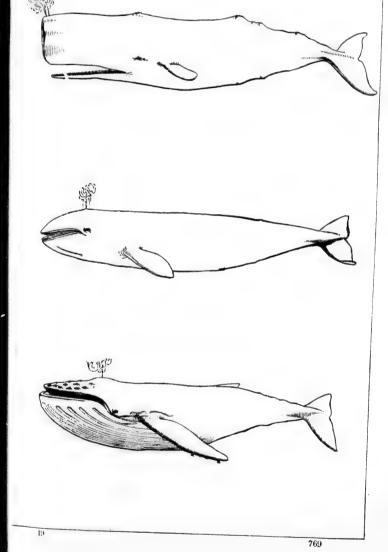
Blubber-fork.

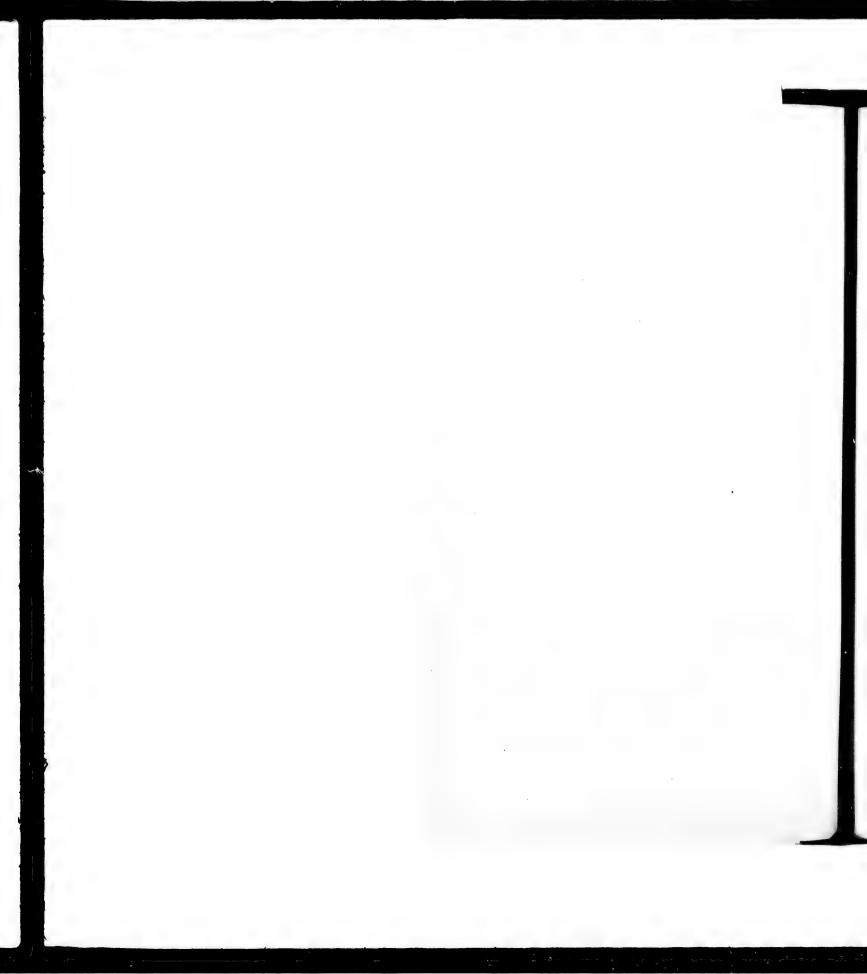
Stirring-pole. Skimmer.

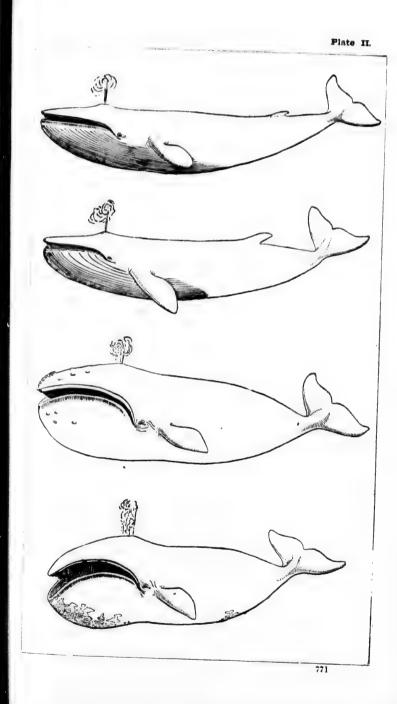
Bailer.

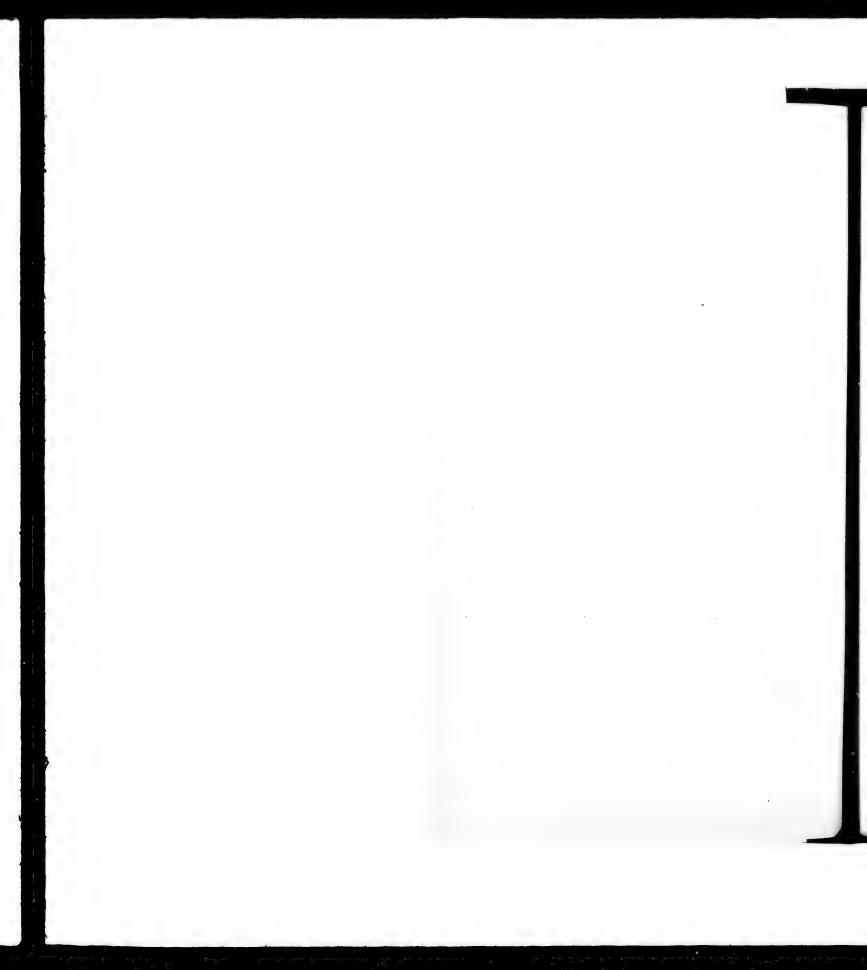
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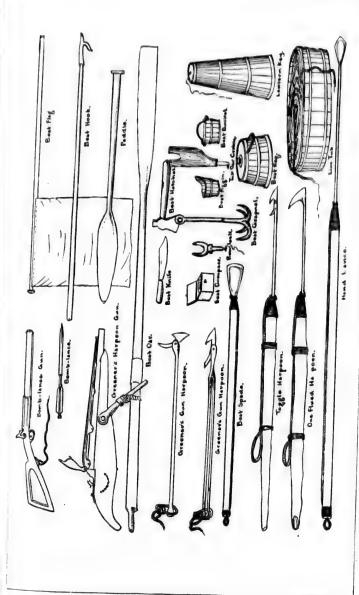
the whale-fisheries are taken from entitled "The Marine Mammals of and illustrated; together with an cries M. Scammon, Captain United Carmany & Co. New York: G. P.













The Whale Boat

